

CONTENTS.

	<small>PAGE</small>
CHAP. I.—THE KOOTENAY AND CARIBOO MARKETS	3
Output of Mines—West Kootenay's Importations of Produce—Continued Increase of same—Customs Duties Protecting Canadian Farmers—Prices of Produce—Railway Freight Rates of same—East Kootenay—Need of Construction of the 'Crows Nest Pass' Railway—General Mining Development throughout British Columbia—The Cariboo Mines—British Pacific Railway.	11
CHAP. II.—EDMONTON	4
Edmonton District Defined—Latitude Compared with European Cities—Japan Current—Pastoral Scenery—Coal Cheap and Abundant—Gold Dust and Improved Mining Methods—Geographical Advantages—Navigation of Mackenzie Basin—Petroleum and Mineral Deposits of the Athabasca—Water Route to Hudson's Bay—Yellow Head Pass to Cariboo and the Coast.	11
CHAP. III.—SOURCE OF INFORMATION	7
Western Canada Immigration Association—Farmers' Experiences and Opinions—Names of Informants.	11
CHAP. IV.—CLIMATE AS DESCRIBED BY FARMERS.....	10
Healthy and Pleasant at all Seasons—Compared Favorably with England, Scotland, Ireland, Norway, Germany, Ontario, Quebec, Nova Scotia, Manitoba, British Columbia and United States—Dates of Seeding and Harvest—Rainfall, Snowfall, Hail, Frost.	11
CHAP. V.—DESCRIPTION OF FARMS	15
Extent of Settlement—Total Acreage—Average Size of Farms—Water Supply—Shelters—Buildings—Granaries—Stables.	11
CHAP. VI.—LIVE STOCK	17
Breeding—Dairying.	11
CHAP. VII.—CROP STATISTICS	18
Wheat—Oats—Barley—Rye—Potatoes—Turnips—Hay—Vegetables.	11
CHAP. VIII.....	20
Fruits, Trees and Flowers.	11
CHAP. IX.....	20
Pests—Weeds—Fires—Animal Pests.	11
CHAP. X.....	21
Labor—Wages.	11
CHAP. XI.....	21
Market Towns—Roads—Mails.	11
CHAP. XII.....	23
Schools—Churches—Law and Order.	11
CHAP. XIII.....	23
Amusements—Sports—Game.	11
CHAP. XIV.....	24
Lands—Languages.	11
CHAP. XV.....	25
The Financial Question—Taxation—Capital Required—Live Stock Required—Prices.	11
CHAP. XVI.....	26
General Information—Time to Arrive.	11
PART II.	
CHAP. I.....	27
Business Openings.	11
CHAP. II.....	29
Climate and Sanitary Conditions.	11
CHAP. III.....	30
Climate and Meteorological Observations.	11
CHAP. IV.....	39
Edmonton's Great Beyond—Arable and Pastoral Lands—Fisherries and Forests—Gold and other Mines—Furs and Game—Railway Requirements—Sport and Adventure.	11
CHAP. V.....	36
CANADIAN ROUTE TO YUKON—From Edmonton, by Land or Water.	11
CHAP. VI.—TOWNS AND VILLAGES	48
Edmonton—South Edmonton—St. Albert—Fort Saskatchewan—Wetaskiwin—Lacombe—Red Deer—Innisfail—Olds.	11
CHAP. VII.—SETTLERS' INFORMATION	53
How to reach Edmonton—Special Rates and Privileges—Customs Regulations—Stock from U. S. Homestead Regulations—Quarantine on Stock from U. S.—List of Edmonton Prices.	11



A View on the Saskatchewan River, showing Edmonton in the Distance.

Edmonton, Kootenay and Cariboo.

SOUTH-WESTERN CANADA.

Compiled by ISAAC COWIE, President of the Edmonton Board of Trade.

CHAPTER I.

Edmonton Market in the Kootenay and Cariboo Districts.

Away down south, in the southwestern corner of the vast Dominion of Canada, lie the gold fields of Kootenay and Cariboo on the west, and the grass and grain fields of Alberta on the east of the Rocky Mountains. British Columbia is the mineral treasure house of the Dominion, and Alberta is a pasture and a granary at its doors. The wondrous wealth of the Kootenay has within the last two years attracted world-wide attention; and the former fame of golden Cariboo is being rapidly revived owing to the introduction of improved mining methods. The mining developments, population and consequent demand for agricultural products, are increasing by leaps and bounds, affording for Alberta produce a home market in the mines within a short railway haul of farm and ranch.

REDUCED FREIGHT RATES.

The Canadian Pacific Railway Co., recognizing the mutual natural dependence on each other of the mining country for supplies and the farming country for a western market, have lately so reduced their freight rates (practically 50 per cent.) on produce from Alberta to British Columbia as to render the business of farming in Alberta more prosperous and profitable than in the past to those engaged therein. To enable production to keep pace with this demand, agriculturalists who contemplate emigration are invited to come to Alberta and participate in the new era of increased prosperity which has dawned on the district.

To describe the mixed farming district of Alberta is the purpose of this publication; but before proceeding to do so, a few facts regarding the Kootenay and Cariboo markets must be given. The

output of the Kootenay mines rose from \$2,240,781, in 1895, to \$4,157,162, in 1896; and during the first two months of 1897 it amounted to \$1,400,000. That of reviving Cariboo increased from \$282,400, in 1895, to \$384,500 in 1896. As these districts are only in the infancy of their development the output in a few years must become prodigious. Into the district of West Kootenay alone there were imported from the United States (in spite of heavy protective duties, but before the recent general reductions in Canadian Pacific Railway freight rates from Alberta) during the eleven months ending June 30, 1896, the following produce, all of which is producible in Alberta:—

	Quantity.	Value.
Bacon and hams, lbs.	395,866	\$35,586
Hay, tons	2,085	20,593
Oats, bushels	59,305	15,319
Horses	405	11,088
Potatoes, bushels	24,835	7,857
Flour, barrels	4,502	11,551
Butter, lbs.	40,353	7,564
Fresh vegetables		7,065
Eggs, dozens	156,988	19,907
Condensed milk, lbs.	176,718	16,699
Sheep	3,955	6,968
Fresh meats, lbs.	141,448	6,886
Live hogs, lbs.	203,789	5,925
Lard, lbs.	57,418	3,970
Poultry		3,703
Bran and mill feed		1,908
Salted meats, lbs.	26,590	1,840
Oatmeal, lbs.	67,777	1,643
Pickles, gallons	2,628	1,181
Fresh mutton, lambs, lbs.	15,533	1,056
Wheat, bushels	2,054	955
Horned cattle	38	668
Barley, bushels	613	688
Cheese, lbs.	4,453	569
Honey, lbs.	5,053	537
Hops, lbs.	1,838	134
Total value		\$826,234

Whilst from the Canadian side, from the 1st of January to the 31st of August, 1896, there were imported into the same district :—

	Tons.
Animal products	124
Dairy products, including eggs	152
Live stock (about 1,600 head)	898
Mill products	895

These imports show a continuous increase month by month, quarter by quarter, and year by year.

CANADIAN FARMER PROTECTED.

The Canadian farmer is protected by duties levied on produce coming from the United States by customs duties on oats, 10c. per bushel; barley, 30 per cent.; wheat, 15c. per bushel; bran and mill feed, 20 per cent.; oatmeal, 20 per cent.; wheat flour, 50c. a barrel; potatoes, 15c. per bushel; fresh vegetables, 25 per cent.; eggs, 8c. ; butter, 4c. ; cheese, 8c. ; bacon, and hams, 2c. ; salted meats, 2c. ; fresh mutton, 85 per cent. ; other fresh meats, 8c. ; lard, 2c. ; honey, 8c. ; hops, 6c. ; condensed milk, 84c. ; pickles, 35 per ct. ; poultry, 20 per cent. ; live hogs, 1½c. per pound; sheep, 20 per cent. ; cattle, 20 per cent. ; horses, 20 per cent.

The prices of produce fluctuate, but an example of the wholesale prices obtainable at Sandon, a typical mining point in West Kootenay, in September, 1896, is given below :—Feed oats, \$20 ; potatoes, \$20 ; timothy hay, \$25 ; onions, \$40 ; cabbages, \$30 ; carrots and turnips, \$25 per ton of 2,000 lbs. ; eggs, 16c. to 22c. per dozen ; creamery butter, 18c. to 22c. ; dairy butter, 17c. ; breakfast bacon, 10½c. ; dry salt, 10½c. ; clear side, 8c. ; hams, 12½c. per lb.

The Canadian Pacific Railway freight rates from Edmonton to Sandon on the above products now are :—Grain, vegetables and hay, \$7 per ton in car loads ; bacon, butter and eggs, 1 cent per lb. in car loads, and 1 7-20 cents per lb. in less than car loads.

With the exception of beef and mutton Alberta does not yet raise enough of the produce suitable for and demanded by the West Kootenay alone, and at the present rate of increase the production will keep far short of the demand.

The nearest natural market for Alberta produce in the East Kootenay district, which, while possessing its full share of mineral wealth, has not attracted anything like the attention to West Kootenay owing to the lack of railway communication. This long-felt want is about

to be supplied by the construction, now in progress, of the Crow's Nest Pass Railway, which will not only unlock the treasures of East Kootenay, but also enormously benefit the West Kootenay as well, and give to the producers of Alberta direct and continuous railway connection with such important centres as Nelson and Rossland, where at present the Alberta producer has to compete fiercely with Americans having the advantage of short and direct railway communication between their collecting point at Spokane and these great distributing centres—Nelson and Rossland.

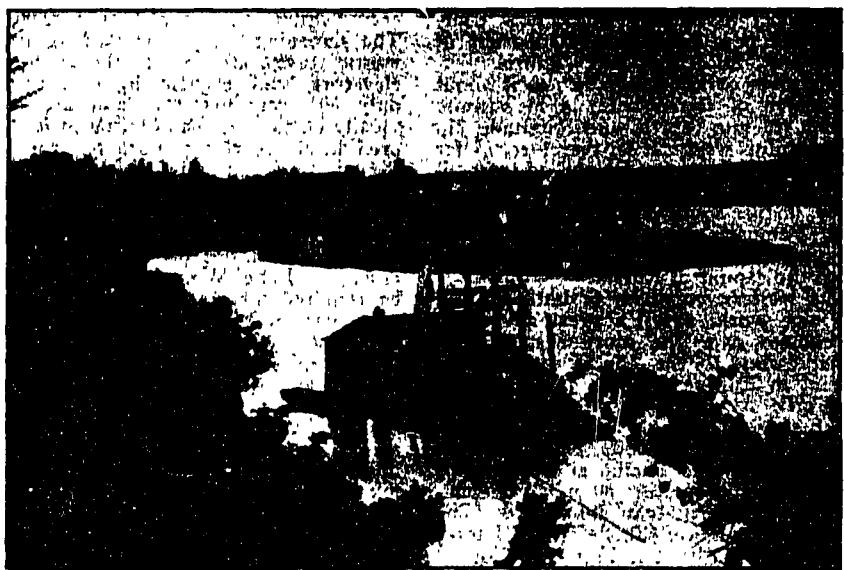
Though the greatest mining development has occurred in the West Kootenay, the excitement has spread all over the province of British Columbia, which may be well described as a "Sea of Mountains" of gold and silver. Prospects long dormant are being developed and new prospects are being found daily throughout the province. New mining camps are arising along the main line of the Canadian Pacific Railway and to the north thereof. Of special interest is the Big Bend of the Columbia, which is being so rapidly developed as to decide the Canadian Pacific Railway to build steam-boats for its navigable stretches, with the intention of shortly supplementing these by a railway north from Revelstoke.

In Cariboo great developments in the treatment of gold-bearing gravels are taking place. It is the opinion of competent judges that the Cariboo is naturally a much richer mineral country than the Kootenay. Want of railways has alone kept back its development. Mr. Rithet, the chief promoter of the British Pacific Railway, confidently expects this enterprise to start from the coast in the near future. When this line reaches Edmonton by the Yellow Head Pass, producers will then have a short and direct communication with Cariboo and the Pacific, on the shores of which an illimitable market will be found for any surplus over the requirements of the interior of British Columbia.

CHAPTER II.

Edmonton.

"Edmonton," the original name, and that by which the whole district is still generally known, is for convenience, and except otherwise specified, used throughout this work to designate that portion of



Gold Mining at Edmonton.—Dr. Braithwaite's Steam Dredge, 1897.



Gold Mining at Edmonton.—Mr. Jenner's Steam Dredge, 1897.

the District of Alberta which now comprises the new local electoral districts of Edmonton, St. Albert and Victoria.

The town of Edmonton, which is about the centre of the district, is in latitude 53 deg. 20 min. north, and longitude 113 deg. 49 min. west. It is, therefore, as far south as Dublin in Ireland, Liverpool and York in England, Hamburg in Germany, further south than any part of Scotland, Denmark, Norway or Sweden, and 455 miles further south than St. Petersburg, the capital of Russia.

The western countries of both the old and new world enjoy a great advantage in climate over the more eastern portions, owing to the effects of the Gulf stream in Europe and the Japan current in North America. The isothermal line which passes through New York on the Atlantic coast in latitude 40 deg. north, comes out on the Pacific at Fort Simpson in latitude 54 deg. 80 min., one degree further north than Edmonton. The effect of altitude on climate is well known. Alberta slopes from a high elevation at the international boundary to 8411 feet at Calgary, and down to 2218 at Edmonton. Its low elevation, together with the length of daylight during the period of growth, combined with its fertile soil, renders it one of the richest agricultural portions of the world.

The scenery is of varied beauty. No stern, rugged and awful mountains, nor long dead monotony of flat, treeless prairie strain the vision here. Level and rolling prairie, hill and dell, clad in grass and flowers, dotted with groves of aspen, poplar and spruce, delight the eye. Lakes, lakelets and ponds reflect the bright blue skies above, and the deep and magnificent valleys of the great Saskatchewan and other smaller, but not less beautiful water courses, lend boldness to a landscape of otherwise ideally pastoral prettiness. Not only when in verdure clad is the country lovely, for the white raiments of winter lend to the prospect a new and additional charm of indescribably pure beauty.

Nature, not content with providing those grand agricultural resources, which it is the purpose of this work to describe, has also conferred on the country vast mineral wealth, the possibilities of which are now only beginning to dawn on the minds of the people. Inexhaustible supplies of coal underlie the whole country and crop out on the sides of the valleys, rendering the work of mining so cheap, that the fuel is sold at the mouth of the pit to farmers for 50 cents a ton, whilst it is delivered in the bins of the household-

ers of Edmonton at \$1.60 per 2,000 lbs. The screenings, unfit for burning in domestic stoves, are sold to the grist mills, elevators, and electric light works for only 50 cents per ton, and are found equally efficient as fuel, costing in less favored localities \$5 or more per ton. An export trade in this article has commenced on the Calgary & Edmonton railway; but the true development of this invaluable resource wants improved transportation facilities on the Saskatchewan down to Lake Winnipeg—where it will be required for smelting—and on to the great city of Winnipeg and the province of Manitoba.

Gold dust of exceeding fineness, both in size and quality, has for over thirty years been washed out of the sands of the Saskatchewan river for 100 miles above and 200 miles below Edmonton, during low stages of water by individual miners, using only the primitive pick, shovel and grizzly. Quite recently scientific investigations have been made, with the result that some of the newest and best dredging and gold-saving machinery is to be put in operation, by a number of experienced miners with capital.

Meanwhile, those best informed on the subject consider that the dredging of the river bed and the hydraulic sluicing of the flats and terraces of the valley will yield enormous profits to capital skilfully applied. It is also believed that cheap and simple apparatus will be devised to enable the "poor man's diggings" to be prosecuted with greater profit and success.

THE NORTHERN OUTLET.

To all these gifts of nature—climatic, agricultural and mineral—have been added unique geographical advantages. Whilst the Calgary & Edmonton branch of the Canadian Pacific Company's transcontinental railway is that which now connects the district with the commerce of the world, it is not the only commercial route for the exports of the district. Starting at the end of the Edmonton and Athabasca wagon road (90 miles long) the navigable waters of the great Mackenzie basin, flow north for 2,000 miles to the Arctic Ocean. On this immense route on which steamboats ply, and its endless tributaries, there exists a large and growing demand for agricultural products in exchange for the rich furs and peltries of this great fur preserve of Canada. Upwards of \$100,000 of these furs are annually marketed in Edmonton, and this sum does not include the much larger

collection of the Hudson's Bay Company, whose posts still practically control the trade of that great wilderness. In this Great Beyond men of science declare the existence of a continuation of those metalliferous deposits which are now making the fortunes of the gold miners of the Rainy River and Lake of the Woods, east of Manitoba, and of those of the Canadian-Yukon. No investigation into these latent possibilities has as yet been made, save in the case of the petroleum deposits of the Athabasca, where the Dominion government is engaged in testing a field which may possibly contain the largest supply of rock oil in the world.

A large number of gold miners, bound for the Yukon, have this summer and autumn (1897) availed themselves of the boat route down the Mackenzie to the Klondyke; and a considerable number have started with pack horses on the land route now being explored by the Government and others from the Peace River to the Liard River east of the Rocky Mountains, through which a pass is being looked for to the head of navigation of the Pelly-Yukon River on the western slope.

THE EASTERN OUTLET.

Besides the northern outlet by water, there is also that to the east down the Saskatchewan by steamboat to Lake Winnipeg, from whence the people of Manitoba propose improving the old row boat route, so as to be navigable by steamboats to the Atlantic ports of Nelson and Churchill on Hudson's Bay. The Saskatchewan river, running through the Edmonton district, was in the days of the fur trade the main route for all imports and exports, and although most of the fleet of steamboats, which, up to the time the railway tapped the Saskatchewan valley, busily plied on the river, now lie idle, as population and development advance the river will again be utilized more and more. Coal is certain to be shipped that way; and the Edmonton farmer will be afforded the choice of an eastern as well as a western market, whenever Manitoba secures the opening of the Hudson's Bay route.

THE WESTERN OUTLET.

Finally to the west the Rocky Mountains open their portals and invite, by the lowest and easiest grade in Alberta, the construction of a railway through the Yellow Head Pass to Cariboo and the Pacific coast beyond. This again is an old natural route frequented by the fur traders. Men of ability, means and influence have projected a line called the British Pacific

Railway, the construction of which is warmly advocated in Victoria, Vancouver Island, as the necessary means of fully developing the gold mines of Cariboo, and of providing the needed transcontinental railway through the Great Fertile Belt of Canada in the valley of the North Saskatchewan river.

On account of its agricultural resources and its ready markets therefor; by its gold and coal; by its climate and beauty; by its geographical position at which so many important natural routes converge, the Edmonton district attracted settlers, who had a continent to choose from, before the advent of railways. Though the period of change from a community which received high local prices for every production before railway communication was established, to that of one in which prices became reduced to the level of outside markets, plus freight, and finally to one which had a surplus for export which heavy railway freights rendered unprofitable, has been a trying one, yet have the farmer-continued to prosper as will be shown by their own statements hereafter. Moreover, with reference to these statements, it must be continually borne in mind by the reader that they were made during the hardest times and after two of the driest seasons the district has ever passed through, and before the new era of prosperity, which has now dawned on the country by the reduction of fifty per cent. in freight rates to the ever-increasing markets of Kootenay and Cariboo.

To crown all these advantages, peace, freedom and protection are enjoyed in the district under the glorious British flag.

CHAPTER III.

Source of Information.

In 1896 the Edmonton branch of the Western Canada Immigration Association sent a series of printed questions to farmers throughout the district, to which fifty-two replies were received. It being impossible to publish each reply separately, the answers have been compiled, and the results embodied in this work, in which it is attempted to combine these experiences and opinions for the benefit of farmers in other countries who may contemplate emigration. The publication of the names and addresses, which follow, is an absolute guarantee that the information is honest, disinterested and reliable. Only five out of the fifty-two objected to

the publication of their names, fearing that correspondence such publication might entail on them would be too great a tax on their time.

It is proper to say here, that whilst facts reduced to figures are easily compiled and arranged, other facts and opinions expressed in words and phrases cannot be given in so condensed a form. Moreover, as the value of the work depends on its faithfully giving the evidence as nearly as possible in each man's own words, so, that the intelligent reader may be able to form his own opinion, no apology is required for copious extracts from the replies.

The reader is desired to bear in mind that the replies came from a large tract of country—120 miles long from north to south, and 60 miles wide from east to west: from men of short and long residence: and from new and old settlements, thus giving rise to varied experiences and what might seem without this explanation, contradictory statements. As a rule, the compiler has found the most favorable testimony given by the older settlers from the older settlements, whilst that least favorable came from the new set-

tlers (especially bachelors) in new settlements, whilst experimenting towards success.

The reader is also requested to note that the information applies only up to the early spring of 1898—after two dry years. Information brought down to date, including that of the splendid crop of 1896, and the expansion of the market in British Columbia, together with the handsome reduction in rates made in 1897 by the Canadian Pacific Railway, would be of a very much more favorable character, especially from the new comers, than that embodied herein.

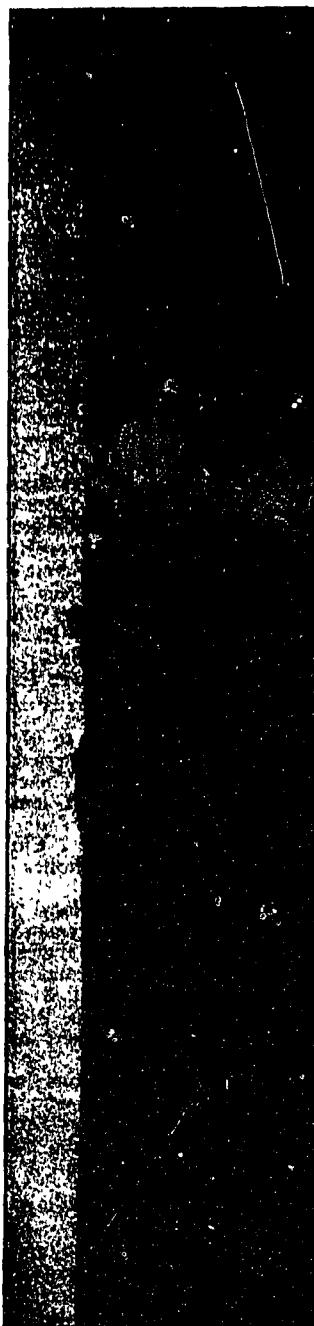
Some questions were not fully replied to by the farmers, and in such cases it has been necessary to go to the best special authorities for the supplementary information required; but the main object has been to let the farmers within the district speak to farmers without the district.

The names, addresses, etc., of the gentlemen to whom the public is indebted for the information are given below, preceded by the number which is used in referring to any of them individually in quoting any special experience throughout the work.

Reference No.	Name and Post Office Address in Alberta.	Birth Place and Previous Residence.	Years ex- perience in Alberta & elsewhere	Years ex- perience in Alberta.
1—	Alex. McLay—Horse Hills	Scotland—Dakota, U. S.	5	15
2—	T. P. Lindley—Stony Plain	Wisconsin—U. States	4	20
3—	T. G. Hutchings—Poplar Lake	Ontario—Ontario	15	15
4—	Wm. Storie—Clover Bar	Ontario—Ontario	12	12
5—	Thos. Hyslop—Clover Bar	Scotland—Ontario	2	2
6—	Thos. Daly—South Edmonton	Ireland—N. W. T.	13	13
7—	Wm. Mitchell—Belmont	Ontario—Ontario	6	30
8—	J. McKernan—South Edmonton	Ontario—Ontario	14	14
9—	Refused to reply.			
10—	—Rabbit Hills	Ontario—Ontario	9	9
11—	R. McKernan—South Edmonton	Ontario—Ontario	19	19
12—	W. Cust—St. Albert	Ireland—California and B. C.	19	20
13—	—St. Albert	Ontario—Ontario	8	20
14—	E. Brosseau—St. Albert	Quebec—British Columbia	10	12
15—	A. Arcand—St. Albert	Quebec—Ontario	16	16
16—	Alex. Adamson—Clover Bar	Scotland—Ontario	12	16
17—	W. H. Howard—S. Edmonton	England—Kansas, U. S.	1	14
18—	J. H. Graham—Belmont	Quebec—Ontario	3	3
19—	G. Sutherland—Stony Plain	Scotland—N. W. T.	6	6
20—	R. Dinwoodie—South Edmonton	Scotland—Dakota, U. S.	4	14
21—	Ed. Dean—Poplar Lake	Ontario—Ontario	2	2
22—	F. S. Ellett—Sandy Lake	England—England	8	8
23—	T. G. Pearce—Clover Bar	England—Ontario	4	20
24—	E. C. Dawson—South Edmonton	England—Nova Scotia	8	40
25—	J. Tough—Long Lake	Ontario—Ontario	4	25
26—	J. Inkster—South Edmonton	Manitoba—Manitoba	14	15
27—	H. W. Pearce—Beaver Lake	United States—United States	3	3
28—	D. B. Wilson—Sturgeon	Ontario—Ontario	13	30



View on the Stock Farm of R. McKernan, near South Edmonton.



Farm of D. B. Wilson, 12 miles North of Edmonton, Alberta.

Reference No.	Name and Post Office Address in Alberta.	Birth Place and Previous Residence.	Years of experience in farming in Alberta.	Years ex- perience in Alberta & elsewhere
29	W. Daly—Clover Bar	Ireland—Ireland	18	20
30	J. Harrold—Sturgeon	Scotland—Scotland	8	20
31	P. Flynn—St. Albert	Ontario—Ontario	8	20
32	D. A. Latimer—Sturgeon	Ontario—Ontario	8	3
33	J. A. McPherson—Stony Plain	Ontario—Ontario	14	14
34	C. C. Ellett—Sandy Lake	England—England	8	3
35	P. Labrie—Morinville	United States—United States	6	15
36	J. McDiarmid—Poplar Lake	Scotland—Scotland	9	3
37	H. Borgwarett—Horse Hills	Germany—Nova Scotia	5	7
38	J. Kirkness—Belmont	Scotland—N. W. T.	15	15
39	J. Northcote—S. Edmonton	England—England	2	20
40	Carl Madu—Stony Plain	Poland—Manitoba	4	20
41	M. Embertson—Ft. Saskatchewan	United States—Idaho	3	20
42	—S. Edmonton	England—England	2	2
43	—Sturgeon	Ontario—Manitoba	4	12
44	J. B. Adamson—Clover Bar	Scotland—Scotland	7	7
45	A. W. Hunt—Beaver Lake	Iowa—Nebraska	3	25
46	H. N. Quebec—Ft. Saskatchewan	Ontario—Ontario	4	27
47	W. S. Edmiston—Clover Bar	Scotland—Scotland	9	9
48	Rev. C. H. Andras—Wetaskiwin	England—England	2	2
49	F. E. Wilkins—Red Deer	Illinois, U. S.—Illinois, U. S.	7	7
50	M. M. Johnston—Stony Plain	Ireland—United States	3	20
51	N. J. Jevning—Beaver Lake	Norway—Minnesota	2	20
52	J. S. Gross—Morinville	Wisconsin—South Dakota	2	25
53	P. B. Anderson—Beaver Lake	Norway—Minnesota, U. S.	2	12

Their ages were from 26 to 67, average age 43. Forty-five are married, one a widower, and six single. Their families consist of 100 male and 87 female children.

Their religion:—1 none, 1 Christian, 3 Lutherans, 7 Roman Catholics, and 40 Protestants.

Their previous occupations were, 28 farmers, 1 rancher, 1 clergyman and professor of agriculture (48), 1 clerk, 1 mechanical engineer, 1 cabinetmaker, 1 shoemaker, 1 analytical chemist, 3 carpenters, 3 laborers, 1 none previous, 2 shepherds, 1 gold miner, 1 fruit grower, and 1 civil engineer.

Their present occupations are:—All farmers, except one (24), who is a land surveyor, while three others combine the business of farming with the duties of a clergyman, an architect, and a merchant respectively.

The places of birth were:—15 Ontario, 10 Scotland, 9 England, 4 Ireland, 2 Quebec, 1 Manitoba, 7 United States, 2 Norway, 1 Russia, and 1 Germany.

Their residences immediately previous to settling in Alberta were:—20 Ontario, 13 United States, 6 Manitoba and N. W. T., 4 England, 4 Scotland, 2 British Columbia, 2 Nova Scotia, and 1 Ireland.

The settlements and number of people heard from therein were:—Sturgeon 4, Morinville 2, Fort Saskatchewan 1, Lewisville 1, Horse Hills 2, Stony Plain 5, Poplar Lake 8, Clover Bar 7, South Edmonton 9, Belmont 3, Rabbit Hill 1, St. Albert 5, Sandy Lake 2, Long Lake 1, Beaver Lake 4, Wetaskiwin 1, and Red Deer 1. Owing to the wide range of country covered—120 miles north and south by 68 miles east and west—their experiences are varied.

Their date of settlement ranges from 1875 to 1895.

The average time they have been engaged in farming is 14½ years, of which an average of 8½ years represents their experience in Alberta.

CHAPTER IV.

Climate—What the Farmers say.

What is your opinion of the climate

GENERALLY?

Forty-five replied to the question. The replies were:—25, good; 8, excellent; 1,

unsurpassed ; 1, unequalled ; 1, fair ; 1, temperate ; 1, well pleased ; 1, pleasant to most people ; 1, on the whole good ; 1, best in Canada ; 1, very healthy ; 2, healthy ; 1, good and healthy for man and beast ; 1, entirely healthful, especially for those with lung and throat affections ; 1, healthful bracing air, plenty of sunshine, no bad, stormy such as tornados and blizzards ; 1, taken as a whole, I don't know a better climate for man and beast, and I have known all Europe, part of Asia and much of America ; 1, very changeable ; 1, cold. Seven made no reply.

SPRING ?

Eleven did not answer. Forty-one replied :—17, good ; 1, perfect ; 1, nice ; 1, temperate ; 1, excellent ; 1, generally good for seeding ; 1, very favorable ; 1, windy, otherwise all right ; 4, late ; 1, backward and windy ; 1, cold and backward ; 1, cold nights ; 1, rather cool ; 2, dry and cold ; 1, dry ; 1, rather dry ; 1, variable ; 1, changeable ; 1, usually dry, but melted snow supplies moisture to the soil ; 1, rather cold and dry generally ; 1, backward.

SUMMER ?

Nine did not reply. Forty-three answered :—27, good ; 1, nice ; 1, pleasant ;

How does the climate compare with that of your former home ? The following reply :—

No. As Compared With

Reply.

ENGLAND.

42—Cornwall	Unfavorably.
22—Surrey	Favorably.
23—Bath	Winters much more enjoyable.
24—Berks	Favorably.
34—Surrey	Favorably.
39—Dorset	Colder, but drier and healthier.
48—Kent	As to enjoyableness, decidedly superior.

SCOTLAND.

1—Scotland	Colder.
16—Scotland	Much better, steadier cold, but no mud nor slush.
19—Scotland	Far superior for health. Although summer is short, everything ripens.
30—Scotland	Favorably.
36—Scotland	Very favorably.
38—Scotland	Favorably.
44—Scotland	Drier ; in summer hotter ; in winter colder ; but healthier.
47—Scotland	Much healthier and more pleasant.

2, excellent ; 1, temperate ; 1, hot and shivery ; 1, bright ; 1, bright and warm, sometimes too dry ; 1, variable ; 1, short ; 1, none ; 1, cool and pleasant, with hot dry spell in July ; 1, cool and damp ; 1, cool, with frequent showers ; 1, warm days, cool nights ; 1, showers begin in June and continue through the summer.

AUTUMN ?

Forty-three replied :—28, good ; 1, unequalled ; 2, excellent ; 1, beautiful ; 1, very pleasant ; 1, dry and invigorating ; 1, nice and clear ; 1, temperate ; 1, early ; 1, short ; 1, fine warm days, but cool nights ; 1, generally very fine ; 1, nice and pleasant till 15th November ; 1, very pleasant during October and first part of November.

WINTER ?

Forty-one replied :—26, good ; 1, cold and pleasant ; 1, best in Canada ; 1, pleasant ; 1, no blizzards, cold with mild spells ; 1, cold and clear ; 1, long and cold ; 3, cold ; 1, rough ; 1, cold, but no storms to speak of ; 1, mild and fine to first January, cold and windy to February, balance fine and mild ; 1, quite cold some days ; 1, long, with very cold spells ; 1, dry, variable as to snow fall, like the best of our English winters, with a short drop to Arctic cold in January.

IRELAND.

6—County Fermanagh Not so much rainfall, nor as much mud to wade through. Much colder in winter; but not unbearable by any means.

20—County Fermanagh Not so much rain, but enough.

NORWAY.

51— A little healthier, but a little colder.
53— Compares very favorably. Is more temperate, both winter and summer.

GERMANY.

37— Far ahead.

POLAND AND RUSSIA.

40— Better here.

ONTARIO.

29—Ontario. Clearer and drier.
25—London Winters more enjoyable.
28—Waterloo Like it better.
30—Parry Sound Like it much better.
32—Carlton Place Very different.
33—Brant On the whole favorably.
46—Parry Sound It does not compare at all. Parry Sound damp and cold. Here it is dry.
9—Carlton Place Colder in winter, but drier.
4—Huron I would rather have the climate here, take the year round.
5—London Colder.
7—Grey County Have rather the fall and winter here, but not the spring and summer.
8— Much better than Ontario and Quebec.
10— Drier and more healthy.
11—New Ottawa About the same; a little colder, but neither have such bad storms nor feel the cold so much.
19—Parry Sound Favorably.
16— Very much better. It is steadier cold and no mud and slush.
18—Parry Sound Favorably.
21—Wentworth County Winter more pleasant.
29— Winters much more enjoyable than those of Ontario.

QUEBEC.

8— Much better.
15— I had rather the climate here.
14—Laprairie Better in Laprairie as far as I have heard.

NOVA SCOTIA.

24— Favorably.
37— Far ahead.

MANITOBA.

1— Far ahead.
26— Much the same.
40— Better here.
43— Surpasses Portage la Prairie for healthfulness.

BRITISH COLUMBIA.

2-..... Climate good, with the exception of winter.
 12-..... As good as British Columbia.

UNITED STATES.

1—Dakota Far ahead.
 2—Wisconsin, Dakota, Oregon, Washington and California Climate good with the exception of winter.
 20—Dakota Very much better in winter and more rainfall in summer.
 49—Illinois Very favorably. While the thermometer registers lower in winter, the cold is not nearly so much felt owing to the dryness of the atmosphere. Summer much cooler and more pleasant.
 51—Minnesota Healthier, but a little colder.
 52—South Dakota Better, and not so many storms.
 53—Minnesota Very favorably; is more temperate both winter and summer.
 10—Michigan It is drier and more healthy for man and beast.
 17—Kansas Far better than Kansas or anywhere in the United States.
 27—Washington Not so dry.
 41—Idaho Winter longer and colder.
 45—Ewing, Nebraska Somewhat colder, but a great deal less wind.
 85—Minnesota It does not compare with my old home.
 50—Washington Winter longer and colder.
 12—California As good.

To the question :—"Do you consider it healthy for man and beast?" all replied :—28, yes ; 6, very ; 1, generally speaking ; 1, fairly ; 1, the very best ; 1, certainly very healthy ; 8, "I do ;" 1, yes, healthy enough ; 1, exceedingly so ; 1, most decidedly ; 1, I am sure of it by practical experience (16 years). There is no better climate for health and growth of animals ; 1, no more healthy country could be found and none where a man can enjoy life and health so fully ; 1, yes, very healthy indeed ; 1, yes, I came here from Scotland with weak lungs, and have been completely cured ; 1, yes, exceedingly so for those with throat troubles and lung weakness ; 1, very healthy, if well sheltered ; 1, yes, but man or beast will get sick in any country.

At what dates do the various farming operations commence throughout the year?

Seeding from 15th of March to 20th of May. Average date, 15th of April.

Haying, from 15th of July to 1st of August. Average date, 25th of July.

Harvest, from 5th of August to 25th of Sept. Average date, 20th of August.

Is there sufficient rainfall?

Fifty-two replied :—17, yes ; 1, plenty, except in 1895 ; 1, 45 inches ; 1, as much as in any other farming country ; 1, fairly sufficient ; 1, yes, but not always when most required ; 1, yes, except one year in nineteen ; 1, just sufficient to make crops grow ; 10 replied in the words, "Generally, usually, most years, as a rule, and on an average ;" 1, as a rule, occasionally too dry and sometimes too wet ; 1, fair, but not too much ; 1, in June there is, not in July generally ; 1, this spring, 1896 ; 1, plenty this spring, 1896, insufficient last year ; 1, some years droughty ; 1, not enough ; 1, generally, but not for last year or two ; 1, yes, but last two seasons dry ; 1, last two years rather dry ; 1, some years, especially formerly ; 1, of late years scarcely enough on high lands ; 1, some years there is not ; 1, not at all times.

What is the snow fall?

Answers :—About right. Always good sleighing. From 10 to 26 inches. Average, 18 inches.

Does hail cause any damage?

Out of 52 answers :—18, no, never been hurt ; 12, not much, not of any account,

seldom, very seldom, rarely ; 1, twice in 8 years ; 1, not for 8 or 10 years ; 1, once in 10 years ; 1, once in 8 years ; 1, in 1808, some ; 1, some ; 1, occasionally, same as in the east.

Is your district subject to frosts ?

Thirty-nine replied :—11, no ; 1, not generally ; 1, not of late ; 8, a little, and slightly ; 8, sometimes ; and 10, principally in the newer settlements, yes.

If so, give dates :—Spring ? End of April to middle of May ; but not injurious. Summer ? From 10th to 15th of August, most damage is done, when frost does occur, and then generally in low lying and damp situations only. Autumn ? Commence about the 20th of September.

How often in your experience has frost been destructive to crops ? To this the following replies were received.—

Reference No.	Years Residence.	Reply.
1	5—Once slight on late sowing.	
1	4—Considerable in 1895.	
3	15—In 15 years only once lost 4 acres of wheat.	
4	12—Never had a total failure, though I have had wheat damaged.	
5	6—In two years out of 6, a little damaged.	
6	13—It depends on locality ; some places not very often ; other low places often.	
7	6—Never on my homestead.	
8	14—Twice.	
10	16—Twice.	
11	19—None in my time.	
12	19—I have never had a total failure.	
13	8—Three years.	
14	10—Once partially, but made flour out of wheat.	
15	16—Never had a total failure.	
16	12—I have never had a complete failure, but sometimes wheat unfit for milling.	
17	1—When crops are put in late.	
18	3—Ever since I came here.	
19	6—Twice.	
20	4—In 1895, partial to late sown grain.	
21	2—Once to late crops.	
22	8—Once.	
23	4—Have not lost a bushel of grain myself ; but others have every year on low lying ground.	
24	8—Twice.	
25	4—Wheat in 1892 and 1895 in some localities.	
25	14—Once.	
27	3—Never lost a crop of any description.	Reply.
28	13—Never total.	
29	13—I can't complain.	
30	8—Thrice slightly affected.	
31	8—Once.	
32	3—Never.	
33	14—In 1895, seriously ; slightly twice or thrice previously.	
34	8—Once.	
35	6—Every year (Morinville).	
36	3—Never in my locality (Poplar Lake.)	
37	5—Once slightly.	
38	15—Frosts do not often do much damage to crops on high land in this district.	
39	2—Once in some low parts.	
40	4—None with me.	
41	3—Once.	
42	2—Once.	
43	4—Once.	
44	7—Crops put in late generally catch frost.	
45	3—Two partial, none total.	
46	4—Some places on low ground. Worst fall of 1895.	
47	9—Never complete.	
48	2—In 1895, but such frost had not occurred for eight years.	
49	7—One year in three, but not general.	
50	3—Once.	
51	2—Once.	
52	2—None.	
53	2—August, 1895.	

(Note.—It will be seen, by referring to the number of years experience, and also to the residences of those replying, that new settlers and new districts have been enormously more subject to damage than older settlers in old settlements. The general average of the foregoing shows that frost is destructive once in seven years; whereas, in the experience of those who have resided in the country for eight years and upwards, the average is once in every twelve years.)

Is there plenty of sunshine here ?

To this question all reply emphatically yes ; except No. 35 (Morinville), who says :—“Not very often.”

Any wind storms ? A few of short duration. Never as bad as elsewhere.

Any blizzards ? None.

Any cyclones ? None.

Any thunderstorms ? Occasionally, but never as bad as elsewhere.

Any loss by lightning? Very rarely does the slightest damage.

Please give any particulars about climate not given before.

Reference No.	Years Residence.	Reply.
1	5	Spring a little late; but heat and long days in summer give rapid growth.
5	6	Frozen grain in fall is caused by lack of moisture in spring.
10	16	Weather predictions founded on experience elsewhere fail to connect here.
6	13	Climate getting drier. Am raising good crops now on land, which was slough, with three feet of water in 1883.
15	16	Climate suits me.
16	12	Summer and autumn days warm and sunny, with cool nights.
20	4	Altogether good—the worst time is between the melting of the snow and the first growth of grass.
22	8	In winter cold and fairly warm spells alternate every 2 weeks.
23	4	Having travelled in Canada from sea to sea, and wintered in Washington on the Pacific coast, I prefer this climate to any I have ever seen.
24	8	All the year round the air is bracing and clear. Remarkable growth.
27	3	Consider the climate first-class, especially for consumption or any lung trouble.
34	8	Winter generally cold, with fortnightly alternations of warm spells.
35	6	—(Morinville). The nights are so chilly as to cause wheat to smut.
37	5	If the weather in May was like that of June and July, this country could not be beaten under the sun.
43	4	Too showery in August to allow the grain to ripen rapidly enough.
44	7	Summer hot, but not unbearably so. In winter a cold spell seldom lasts long. The coldest spell last winter (1895-6) lasted two weeks, and we considered it a very long cold spell.
45	3	The hardiest and earliest varieties of everything necessary.

Reference No.	Years Residence.	Reply.
46	4	The climate is as good as any part of Canada I have lived in.
47	9	Very healthy for those with chest complaints of all kinds.
49	7	The long period of sunlight causes very rapid growth. Seasons variable, some hot, without summer frosts; others cold and frosty.
51	2	Changeable from wet to dry, from warm to cold.

CHAPTER V.

Description of Farms.

The settlements heard from extend from township 38, on the south, to township 55, on the north, inclusive; and from range 18, west of 4th meridian, on the east, to range 2, west of the 5th meridian, on the west, according to the Dominion Lands System of Survey.

The greater number of the farmers—and these give the most favorable accounts of the country—live in the Saskatchewan and Sturgeon River valleys.

Out of a total acreage of 12,610 held, rather less than 75 per cent. was procured from the government by homestead, pre-emption and scrip; at a little over 25 per cent. was acquired by purchase from others than the government.

The averages of the answers give the following:—Size of farm, 259 acres, on which there were 15 acres of new breaking, 35 acres under crop, and 143 fenced, generally with rails and occasionally wire. The character of the average farm is described as 63 acres clear prairie, 45 acres brushy or scrubby prairie (easily cleared of young trees and shrubs), 10 acres wild hay land, 12 acres timber, 1½ acres waste, rough ground 1 acre, swamp 2½ acres, with about 1 acre of water to each farm.

Water of excellent quality is supplied, in 11 cases by river, in 12 by creeks, in 3 by lakes, in 8 by ponds, in 16 by springs, and in 59 by wells of an average depth of 24 feet. Owing to the generally undulating character of the country—two-thirds of the land being described as rolling and one-third level—there is very good natural drainage, and there is nowhere any possibility of floods.

The soil varies from sandy loam to



Scene on the Farm of Thos. Henderson, near Edmonton.

black loam, principally the latter, and in depth ranges from 6 inches to 4 feet, average 21 inches. The sub-soil is marly clay of great depth and fertility.

Shelters, windbreaks and snow-collectors are provided for by timber, also fit for buildings, fencing and fuel, and consisting of aspen, balsam, poplar, willow, white spruce, white birch and larch or tamarac. Of these aspen is most plentiful, the others diminishing in frequency of occurrence in the order named.

Buildings.—Over four-fifths of the dwellings are constructed of logs—the remaining one-fifth of frame—that is sawn timber. The average sizes are dwellings 19 feet 6 inches by 22 feet 9 inches, 1½ stories high, containing three rooms; to which is generally added a one-roomed, one-storyed kitchen, 12 feet 6 inches by 17 feet 6 inches in size.

Granaries.—Thirty-six of log and six of frame are reported, each 1 story high an 19 feet by 22 feet 6 inches in size.

The stables are generally of logs, one story and 21 feet 4 inches by 25 feet 6 inches in size.

The cow shed is mostly built of logs, 1 story, 29 feet by 26 feet.

The hen houses of the usual log construction, 13x16 feet.

The ages of these buildings are from one to nine years. Average, 4½ years.

very rarely housed, as a rule wintering in open sheds and around the stacks of straw, on which they are almost entirely fed. In fact, they feed and take care of themselves otherwise, if supplied with water. Cows, calves and stabled horses are fed on hay, little of which is given to any of the other cattle, except occasionally towards spring.

In consequence of the abundance of straw and wild hay, and the few animals of the herd requiring to be entirely housed, the unanimous testimony (except that of two chronic grumbler) in reply to the question, "How does live stock pay?" as "Well, very well, and best of anything." "Cattle can be raised for next to nothing, and horses for nothing." But although some never give their stock any shelter or food other than the straw stacks provide, and many consider they thrive better outdoors, yet individuals whose experience entitles their opinions to the best consideration, think it pays to give good care to good stock, and declare with such the best beef in the world can be produced in this district.

During the winter, horses, born in the country and not required for constant work, live and thrive round the straw stacks, and even better running at large on the prairies—finding good and convenient shelter when necessary in adjoining belts of timber.

Sheep, pigs and poultry are also reported to pay well. During spring, summer and autumn the country is, of course, a paradise for all kinds of stock.

The most profitable and saleable breeds? The majority recommend heavy draft breeds of horses, Clydes and Percherons, being first favorites; natives, crossed with any heavy breed, next; and the Suffolk Punch and Morgans are also mentioned. Several recommend roadsters also.

Amongst cattle, Shorthorns take first rank, being recommended by all. Polled Angus come next, then Holsteins, Jerseys and Herefords, in the order named.

Leicesters, Cotswolds, Shropshire, Southdown, Merino and Cheviot sheep are recommended.

Among pigs the Berkshire breed receives 34 recommendations, the Poland China 27, Suffolk 2, Yorkshire 2, and Chester White 1.

Diseases of animals.—There are no diseases natural to the country, and animals are most remarkably healthy. As in other countries, the horse is more liable to disease than any of the other farm animals. A most remarkable freedom from disease has been experienced, only a case or two

CHAPTER VI.

Live Stock.

Average number per farm—Horses, 6; cattle, 24; sheep, 12; pigs, 23; and hens, 33. The largest number reported by one man was: Turkeys, 18; ducks, 16; geese, 5; but the majority keep none, and thus the rather amusing average of each would be 1½ turkeys, 1 duck, and ½ goose. Neither do the majority keep sheep—the highest reported being 120. Though some of the new settlers use draft oxen, they have been reported under the general heading of cattle.

The period during which our cattle are housed during winter depends entirely on the season, the kind of cattle, and individual practice. During a severe winter milking cows and calves are housed as long as from the 1st of November to the 1st of April, while during a milder winter the period is only during January and February. The average time appears to be from the 15th of December to the 15th of March. The heifers and steers are

of hoof rot and distemper among horses; one case of hollow horn, and two of black leg among cattle, and two cases of cataract among sheep being reported, while pigs appear to be entirely free of disease.

DAIRYING.

How is the district adapted to dairying? After what has been said above, it almost goes without saying that the district is pre-eminently adapted for dairying. Men who are unwilling to accord justice to the country in other respects vie with its most enthusiastic admirers in singing its praises as an ideally perfect dairying district. To a wide range of the best of wild pasture are added an abundant water supply and shading and sheltering groves of trees. The replies, therefore, range in expressiveness from "Well" to "The finest in the world." During the summer season the averages are for each cow: 4½ gallons of milk per day, 6½ lbs. of butter per week.

The only drawback has been the want of well-managed creameries and skimming stations throughout the country. This is now remedied by the government having recently taken over the management of the creamery business; and under its staff of skilled experts a still more brilliant success will distinguish their efforts in this naturally dairying district than that attained in other less suitable places where under their direction this most profitable branch of farming has attained unvarying prosperity.

The estimated average weekly cash receipts from the sale of dairy products are \$2.76; from eggs, \$1.61, and from fowls, 98c., representing a total of \$5.35 to the thrifty housewife. This nice little average income is not shared by the unhappy bachelor farmer; again illustrating the fact that the first requisite of successful farming is in the farmer possessing a good wife.

The average prices of this class of products are stated to have been, up to the spring of 1896:—Eggs, 14c. per dozen; butter, 16½c. per lb.; cheese, 11½c. per lb.; dressed meats, beef, 5 1-5c. per lb.; pork, 4½c. per lb.; mutton, 6½c. per lb.; poultry, 9c. per lb.

CHAPTER VII.

Crop Statistics—Wheat.

To the question, "What is the best kind of wheat for the district?" 17 reply, Red

Fyfe, 4 Ladoga, 2 Campbell's White Chaff, and 1 Azoff.

The date of sowing ranges from 15th of April to 10 of May, the average being the 24th of April. It is recommended that wheat be sown as early as possible.

The dates of reaping given are from 12th of August to 20th of September; average 28th of August.

The yields per acre are as follows:—Lowest, 10 bushels on breaking; highest, 50 bushels on new land. The average for 1895, being 27½ bushels per acre, of an average weight of 60½ lbs. to the bushel—the weight ranging from a lowest of 50 lbs. of frosted Campbell's White Chaff, to a highest of 66 lbs. of Colorado.

Two-thirds of this crop was off new land, and one-third off old land.

The prices at which this produce sold were from 35 cents for wheat damaged by frost, to 65 cents per bushel; average 51 cents. Some was sold as high as \$1.00 per bushel for seed.

Out of 86 replies, 2 report smut; 1, damaged by spring frost; 6, damaged by summer frost, and 3, damaged in stalk by fall frost. But as 1895 was an exceptionally bad season for frost, these figures must be taken to represent that exceptionally bad season only. For instance, the average yield of former years is found by board of trade statistics to have been 80 bushels instead of only 27½ to the acre.

The farmers remark on the cultivation of wheat, that new land is the best for wheat generally, but it matures earlier on old land. On new land the straw grows so rankly that there is danger of the crop not ripening in time to escape fall frost. The best practice seems to be to summer fallow every fourth year; manure and plough deep early in fall; sow as early as possible, using a press drill, disc harrow and roller. Good crops, may be taken off the same land without manure for three years in succession. To prepare wild land break the sod in the middle of June and backset in September.

It is proper to record here that in order to satisfy themselves of the grade of wheat raised in 1896, the Edmonton board of trade had twelve samples of the average quality of Red Fyfe wheat, not selected, but taken at random, graded by the Dominion inspector of grain at Winnipeg. Out of these twelve samples, 1 was extra Manitoba hard, 8 were No. 1 hard, 2 were No. 2 hard (one being "green", the other frosted), and 1 was No. 2 Northern, being soft. All were exceptionally heavy and much over the average weight of the grades in which they are placed.

Some of these same samples, along with some fall wheat and Ladoga, were also sent to Professor Saunders, the director of the Dominion experimental farms, Ottawa. He pronounced them all very good and above the average of wheat generally; the Red Fife weighing from 64 to 65 lbs. per bushel, the fall wheat 65½ lbs. per bushel, and the Ladoga 65 lbs. per bushel. He adds that these samples indicated that the climate of the district is exceedingly favorable to the thorough maturing of grain; and although, as before mentioned, the samples were not selected as the best procurable, he yet considered them fit to send as exhibits to, the Imperial Institute, London, and the Stockholm exhibition.

OATS.

White Banner oats are principally recommended; but other varieties are cultivated.

The dates of sowing are from the 20th of April to the 20th of May, the average being the 4th of May.

The dates of reaping are from the 17th of August to the 20th of September, average date, 2nd of September.

The yield and weight ranged from 35 to 86 bushels per acre, and from 32 to 44 lbs. per bushel, the average being 59 bushels and 38 1-3 lbs. These figures refer to the crop of 1895. A yield of 100 bushels and over per acre has frequently occurred in other years. Both milling and feed oats of the best quality are regarded as a safe and sure crop. The highest yields are from new land; but when land is summer fallowed, quite as good results are obtained.

The prices for which this crop sold were from 12½ cents to 80 cents per bushel, average 22 cents.

BARLEY.

Most of this is of the six-rowed variety. Two-rowed is also cultivated successfully.

The dates of sowing are from the 1st of May to the 15th of June, average date 17th of May.

The dates of ripening were: Earliest black barley, (sown on 4th May), reaped on 25th July; latest six-rowed (sown on 20th May), reaped on 20th September. The average date is 21st August.

The yield per acre and weights per bushel are from 20 to 57½ bushels, average 38½ bushels per acre, and from 52 to 68 pounds, average 49 pounds per bushel. In this case again new land generally gives

the largest yields, although the lowest yield (20 bushels) was off new land.

The prices realized were from 19 cents to 35 cents per bushel, average 22½ cents.

This is regarded as a certain crop; yields of 60 bushels to the acre, also a volunteer crop of 30 bushels per acre, have been recorded.

RYE.

One man reports a yield of 50 bushels per acre, which he sold at 60 cents per bushel.

The cultivation of this grain, of flax, and of peas, for which the country is well adapted, has not been gone into to any extent.

POTATOES.

The leading variety cultivated is the Early Rose, 15 farmers reporting thereon, whilst 3 mention Beauty of Hebron, 2 Early Ohio and the Morning Star, whilst the White Elephant, Rose of Hebron, Early Puritan and Dossy Boss Tweed varieties are each once mentioned.

The dates of sowing given are from 5th May to 1st June, average date 13th May.

The dates of harvesting from 10th September to 10th October, average 14th September.

An exceptional case of Early Ohio, sown on 5th April, gave a yield of 500 bushels per acre, which was the highest return, the lowest being 75 bushels. The average is 300 bushels.

The prices from 12½ c. to 46c., average 22c. per bushel.

Potatoes intended for export should be of a firm dry and mealy variety of good keepers, raised on old or sandy land. Large, soft and waxy potatoes are not in demand in British Columbia markets.

TURNIPS.

Only a few appear to cultivate these as a field crop. These report sowing from 2nd of May to 4th of June, harvesting from 3rd of September to 16th of October, and a yield of from 100 to 600 bushels, average 340 bushels per acre. Price obtained, 17½ cents per bushel.

HAY.

Wild hay is generally abundant. A few, however, in the older and more thickly populated settlements are beginning to complain of the distance at which it is obtainable. The varieties are numerous. vetches, peavine, red top, blue joint and

slough grass being chiefly mentioned. Haying begins about the 25th July; the average yield of wild hay per acre is reported to be two tons; and its average price at the nearest market is \$4.00 per ton. Eighty-five per cent. of the replies are in favor of wild hay as compared with cultivated grasses. They declare peavine to equal clover, and red top and blue joint to be as good as timothy. For fattening cattle the wild hay is found very good. Some think the cultivated hay is comparatively better for horses than for cattle.

Timothy does well, especially on low lands, and white clover is successfully raised also.

GARDEN VEGETABLES.

All the common garden vegetables grow to a perfection seldom witnessed outside of the district.

Tomatoes and pumpkins, with proper care, grow well. Melons are also raised.

CHAPTER VIII.

Fruits, Trees and Flowers

Wild fruits are plentiful. Strawberries, raspberries, gooseberries, blueberries, cranberries, black currants and red and black cherries afford a variety of fruit of splendid flavor. No housewife is without an abundant supply of these preserves.

Wild hops grow luxuriantly, also hazel nuts.

The cultivated varieties of strawberries, raspberries, blackberries and gooseberries thrive. So does garden rhubarb.

TREES.

Little success has yet been attained by the few who have tried imported apple, cherry and plum trees; failure being attributed to various causes, of which want of shade and shelter and protection against rabbits and mice are the chief.

Imported box elder, the ash-leaved maple, Russian willows, white ash and wild plum are reported as doing well. Professor Macoun, the botanist of the geological survey of Canada, in his latest report ascribes failure in tree-raising on the prairies, not to cold, but to want of nourishment, and exposure to biting winds. He recommends their being grown from seed, supplied artificially with moisture for two years, and that the grass and hedges be allowed to grow round

them as snow collectors. He concludes: "Where snow accumulates and protects the roots these trees will live and thrive."

FLOWERS.

The whole country is one large wild flower garden during the summer. The common names of a few are given, such as roses, lillies, violets, daisies, convolvulus and orchids.

The gardens of the town of Edmonton are a revelation of floral beauty, and indoors house plants of all kinds flourish in perfection.

CHAPTER IX.

Pests, Weeds, Fires, Animal Pests.

The only wild animal which causes much loss to the farmer is the coyote (a small species of wolf), which kills sheep and occasionally poultry—showing a preference for lamb and turkey.—These pests will, however, be rapidly exterminated, a bounty having been placed on their heads.

The gopher (ground squirrel) pest of certain other parts of the prairie country is practically unknown here. Rabbits, during their periodical seasons of plenty, are a nuisance occasionally, and destroy garden stuff. Hawks sometimes kill poultry; and a few complain of moles and cut worms in their garden.

The ubiquitous mosquito, which is retiring before the advance of settlement, in old settlements and in dry seasons and places gives little trouble; but in the new districts, especially during wet weather, this irritating insect is a troublesome pest during the summer. Gnats and horse flies are also annoying in some localities.

WEEDS.

There are no very noxious weeds reported. Wild buckwheat, lambs-quarter, pigweed, sunflowers and wild oats are mentioned. The Canadian thistle has not obtained a footing here.

FIREs.

Prairie and bush fires in the spring and autumn, the result too often of wanton carelessness, are much too common and destructive to timber. For the prevention of these the farmers make a number of practical suggestions, such as ploughing

fireguards, severely punishing offenders, increasing the force of Northwest mounted police, and especially the organization under the law of statute labor and fire districts.

CHAPTER X.

Labor.

Only six out of the fifty-two farmers say there is any demand for farm laborers, except in the spring and harvest. The average wages are stated to be \$1.00 a day, \$18.00 a month, and \$150 a year, with board.

Female servants are in higher demand, and the average wages appear to be \$9 a month. In towns good servant girls need not long be out of a place; and there are bachelor farmers throughout the whole country in need of wives.

The following gentlemen answer in the affirmative to the question: "Would you be willing to receive and board a farm pupil who is willing and able to work?" T. G. Hutchings, James McKernan, Robt. McKernan, Wm. Cust, Alexander Adamson, Richard Dinwoodie, D. B. Wilson, Pat Flynn, John A. McPherson, James McDiarmid, John Northcote, H. N. Quebec and J. S. Gross. The wages to be allowed such pupil to be according to his usefulness, from \$5 to \$15 per month.

(NOTE.—Owing to the increased prosperity of the district and larger crops, farmers are now (October, 1897) requiring more help than formerly.)

CHAPTER XI.

Market Towns.

The nearest market towns mentioned by the farmers replying to the questions were Edmonton, South Edmonton, Fort Saskatchewan, St. Albert, Wetaskiwin, and Red Deer. As these towns will each be specially described, it need only be said here that good shops and stores exist in each of them.

ROADS.

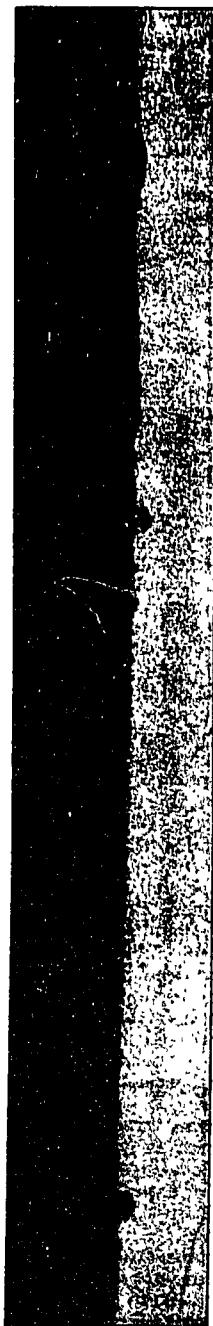
During winter the snow and ice make the most perfect and direct sleigh roads, over which enormous loads are drawn

with ease to market. By far the most traffic from farm to market and from hay meadow to farm yard is done in winter. This season, too, is taken advantage of in securing from the woods timber for building, fuel and fencing. These winter roads are the best imaginable, whether for traffic or pleasure. One driving behind a good Canadian trotter, with his merry sleigh bells, wrapped in warm comfortable furs, in the bright and brilliant atmosphere of Alberta has an exhilarating experience alone worth coming to Canada to enjoy. On the disappearance of snow the gaps, which the farmers throw down in their fences to permit direct sleigh roads to pass through their fields, are again filled up, and summer travellers must then follow the road allowances. The old main roads and trails winding and following the best and easiest ground, are as a rule good highways formed by nature and merely the wear and tear of hoof and wheel. But in settled districts, where fences are necessary and rigid adherence to the straight surveyed road allowances between sections is compulsory, nature requires some assistance in road-making wherever the path over the prairie enters in its direct course woods and water. For such spots the government appropriation for road and bridge making is supplemented in some parts by the organisation of statute labor districts, so that on the whole the summer roads are good; in most places exceptionally good. But in other places, where the settlement is new, the population sparse, the bush thick, and the government small, there is great need of improvement.

Besides the movement of the local roads just mentioned, there is expressed a strong desire to open up a wagon road to the Peace River fur country to the north and a wagon and pack trail to the mining region about the Jasper Pass in the Rocky Mountains. These would give a very much increased local market to farmers for their produce, and the government has now their construction under consideration.

The Saskatchewan river, which runs through the district, is yearly becoming of more use for local traffic, and in the coming summer is expected to be alive with dredges and tugs engaged in gold mining operations.

The average distances of the farms from which replies came are: From railway stations, 12 miles; from post offices, 3½ miles; from schools, 2 1-3 miles; and from places of worship, 2 miles.



Harvesting Scene on the Farm of W. F. Craig, near Edmonton, Alberta.



Scene on a Horse Ranch at Innisfail, Alberta.

CHAPTER XII.

Schools.

One of the highest recommendations of the country is its admirable system of free public education. A very large proportion of the Territorial funds is spent on providing schools, not only to populous, but more especially to sparsely populated settlements. The proportion furnished by the localities in which rural schools are situated, is very small, the tax therefore being about \$5 annually for each 160-acre farm. This rate for schools, with another small amount payable in money or its equivalent in labor under the statute labor and fire district ordinance, constitute the sole direct taxation levied in the country—another of the evils of highly-taxed communities from which this country is exempt.

CHURCHES.

Religious privileges are fully and freely enjoyed by all denominations. The Presbyterian, Episcopalian, Methodist, Baptist and the Lutheran churches are ably represented by resident and travelling clergymen. The Roman Catholic church is of old standing and well organized throughout the district, the headquarters of the diocese being situated in the town of St. Albert.

LAW AND ORDER.

The inestimable privileges of British law and order are here enjoyed to the fullest extent. Life and property are quite as safe here as in any rural community in Great Britain itself. The mere presence of the red-coated constable of the admirable Northwest Mounted Police force reduces any stray western ruffian, who may drift across the international boundary, to the condition of a law-abiding member of a free community. The aboriginal hunting Indians are now being transformed into farmers, herdsmen and mechanics on their own reserves, where they are treated kindly and wisely as wards of the government of a Christian country which recognizes its duties as the keeper of our red-skinned brethren. Nevertheless, at his period of painful transition from the absolutely independent life of a free hunting people to that of a race adapting itself to new and stranger conditions, and at a stage in the settlement of what is becoming a mining as well as an agricultural country to which the attrac-

tion of gold is drawing a mining population, it is well that the long red line of police communication, with its knots at stations, should be maintained to prevent disorders which might possibly arise were these visible emblems of British might and majesty removed.

CHAPTER XIII.

Amusements, Sports and Game.

During the busy spring, summer and autumn farmers have little time to devote to social gatherings and amusements. The winter affords more leisure and better opportunities for such enjoyments. One bachelor farmer's reply to the question: "How do you amuse yourself in summer and winter?" reads thus:—"In summer, on work days, work in field; on Sundays wash my shirt and bake bread. In winter haul rails and talk about my neighbors."

The new settler has little time for amusements which would take him long away from his farm and stock in winter. Reading seems in this case to be the chief recreation.

Those who have got over the initial difficulties of newly settling amuse themselves in every variety of way according to taste. In summer, picnics, horse racing, riding, driving, bicycling, shooting, boating, canoeing, fishing, football, cricket, lacrosse, baseball, golf, lawn tennis and croquet are all mentioned; also, duck shooting in spring and deer hunting in fall. Dances, concerts, amateur theatricals, literary, debating and other societies' meetings, card parties and other indoor amusements are enjoyed in winter; when trapping, sleighing, tobogganing, snowshoeing, skating, ice-boating, curling, hockey and other outdoor sports suitable to the climate are keenly gone into. The fine stalwart and athletic native Canadian does not suffer by any means in comparison with his British-born fellow subject. The Canadian has inherited all the old British love of outdoor exercise and manly sports, and added to the latter recreations peculiarly adapted to his own country and most fully enjoyable therein. That northern nation whose manifest destiny is to dominate the American continent is being reared and developed on the playgrounds and the hunting and snowfields of Canada.

GAME.

In so large and sparsely peopled a country, in parts remote from farms, game is naturally to be found either rare or plentiful according to locality, season and circumstances. The quantity of game varies exceedingly, one year a species may be plentiful, next season totally disappear. For instance, the hare (generally called rabbit in this country) increases prodigiously in numbers and disappears periodically every few years. The lynx is also a notable example of this periodic ebb and flow in numbers; but all game is more or less subject to this mysterious law. The most plentiful are ducks of many varieties, the grouse (generally called prairie chicken), and the hare, known as the rabbit. To these add, in lesser numbers, geese, swans, loons, pelicans, cranes, partridges, snipe, plover; moose, red, black-tailed and other deer; and of the furry tribe, too many of the small variety of wolf called coyote, a few skunks and foxes, an occasional black or brown bear and timber wolf; some badgers, ermines, lynx, muskrats, martins, minks, fishers, otters and wolverines.

There are sturgeon, catfish and trout in the Saskatchewan river; pike, pickerel, carp and gold eyes occur in that and other streams and lakes. In several lakes, such as Pigeon, St. Anne and Lac la Biche, the beautiful and nutritious whitefish abound.

Thus the keen sportsman finds many opportunities of hunting, shooting, fishing and trapping; and there are ample facilities for indulging, especially near town, in every kind of manly outdoor games. The smooth, firm natural roads and trails are almost perfection for bicycling.

Various societies and clubs for the pursuit of sport exist, including gun clubs and rifle associations.

A remarkable amount of musical talent prevails. The towns of South Edmonton, Fort Saskatchewan and St. Albert each possesses a brass band; and Edmonton boasts of two of these, besides the composite band of the Salvation Army, which enlivens the streets with music every evening.

CHAPTER XIV

Districts, Lands and Languages
Therein.

LANDS.

Particulars as to vacant lands can best be obtained from the local agents of the Dominion Government, of the railway companies of the Hudson's Bay and other land companies, as well as by applying to the parties whose advertisements of lands for sale appear in the end of this hand book.

The average prices of lands for sale are: Wild lands belonging to the government, and the Canadian Pacific Railway Co., \$8 per acre.

Wild lands belonging to other corporations and private parties, \$4.25 per acre.

Improved lands belonging to private owners, \$7.25 per acre.

The reader will, of course, recollect that one-half of the land in each township is given as free homesteads to actual settlers; and the particulars of the vacant free grant lands are to be had at the resident Dominion lands agents at Edmonton, and Red Deer.

LANGUAGES.

It may be well to state here the prevailing nationalities in the different settlements heard from.

Morinville is French; St. Albert, French, Scotch and Irish Catholics; and near Fort Saskatchewan there are a number of French. The name Stony Plain covers a large district, in which there are English speaking, French, German, Austrian and Russian colonies.

Besides English speaking people, there are many Scandinavians and Germans around Wetaskiwin and Lewisville. There are considerable colonies of Germans in the vicinity of South Edmonton, Rabbit Hills and Fort Saskatchewan, although the majority in these settlements speak English. Norwegians occupy settlements east of Fort Saskatchewan and in the vicinity of Beaver Lake.

Clover Bar, and perhaps Horse Hills, might be called Scotch settlements, and these, with Belmont, Poplar Lake, Sturgeon, Sandy Lake and Red Deer, are almost entirely inhabited by people whose language is English.

The Gaelic language is spoken in the Scotch Catholic settlement at Glengarry, in the St. Albert district.

Besides these European languages, the native Cree and Assiniboine tongues are in use by the Indians and many of their descendants of mixed origin.

Notwithstanding the diverse mother tongues in private use, English is the common language of business, and is eagerly acquired by foreigners, and more especially by their children at school.

CHAPTER XV.

The Financial Question.

Does farming pay? In reply to this crucial question the under noted figures give the average results of 7½ years' farming :-

	Value on taking in possession, 1897.	Value in 1897.
Land	\$ 664	\$1,964
Buildings	34	478
Fences	7	141
Implements	55	404
Produce on hand	15	178
Live stock of all kinds ...	254	938
	\$1,029	\$4,103
		\$1,029

Gain in 7½ years \$3,074

Being an average increase of nearly \$400 a year.

The next question was : "Can a man make money at farming?" To which, in addition to the above figures, forty farmers say "Yes," without qualification, and the other six respondents say "Yes, if freight rates were lower." These rates have since been reduced to a very satisfactory basis.

On the question of the comparative profitableness of the different departments of farming, opinions are equally divided between "stock and dairying" and "mixed farming."

TAXATION.

The average rate of taxation for schools is six mills on the dollar, (which means 3-5th of one per cent. of the assessed value of the land); and for roads and fire protection, \$2.75 for each 160 acres. There are no other local and direct taxes.

CAPITAL REQUIRED.

The farmers go on to say that a capital of \$960, in addition to the price of land, if

he buy it, is required by a settler to commence farming with a fair prospect of success. This amount equals about £200 sterling, the pound sterling being worth four dollars and eighty-six cents in Canadian currency.

The implements, etc., needed to start with, and their prices, are : Team of horses, \$125 ; harness, \$32 ; wagon, \$80 ; sleigh, \$25 ; plow, \$28 ; seeder, \$85 ; harrows, \$20 ; disc harrow, \$35 ; reaper and binder, \$155 ; mower and rake ; \$95 ; roller, \$10 ; other implements and tools, \$50. Total, \$740.

LIVE STOCK.

The farmers generally recommend a beginner to procure all the stock which he can afford to buy, and which he has means of accommodating and feeding. Some mention a definite number, the average being 2 oxen or 3 horses, 4 cows, 3 pigs, 4 sheep and 21 fowls. The average prices (May, 1897), of these would be : Team of oxen, \$80 to \$120 ; cows, \$20 to \$35 ; sows, \$8 to \$18 ; ewes, \$8 to \$5 ; hens, 20c. to 50c. ; ducks, 50c. to 75c. ; geese, 75c. to \$1.50, and turkeys, 75c. to \$1. The prices vary according to size, condition, breed, season of the year, and other circumstances.

COST OF CROPPING.

The average cost, by contract or hired labor, of the undermentioned operations is :-

Breaking new land, per acre \$3.35

Backsetting same, per acre 1.95

Total \$5.30

Reaping grain, per acre 77½c

Threshing wheat, per bushel 3 c

Threshing oats, per bushel 2 ½c

Threshing barley, per bushel 2 ¼c

GRISTING.

The average distance to a grist mill is nine miles ; and the question, "What is the rate charged for gristing?" elicited a number of replies voicing the usual complaints of the farmers against the millers, and showing that the average levy for gristing, when custom work is done, to be one-quarter toll or 12½c per bushel.

TIMBER.

The supply of timber fit for log buildings is generally abundant, the kinds of wood mentioned being poplar, spruce and tamarac. The price of sawn lumber is about \$13.50 per thousand feet, board

measurement. The price of doors, windows, shingles for roofing, and of different kinds of lumber are given in the advertising pages at the end. Native Canadians can be got to put up good comfortable log houses quickly and at small cost, say from \$100 upwards. The first house generally serves as the kitchen of the dwelling of later date.

RETAIL STORE PRICES.

The prices of food, clothing and other supplies usually required by immigrants are given in the end of this hand-book. By studying these the intending settler will be able to judge for himself the advisability of either bringing out such articles or of purchasing them after his arrival in the country.

CHAPTER XVI.

General Information, Time to Arrive.

As to the best time of the year for the immigrant to arrive in the country, most of the farmers recommend him to come in the spring. Those contemplating the purchase of improved farms should come in time to select them and in time to put in a crop. Probably the summer and autumn would be the better time to select land, when the crops and natural growth would show its capabilities. New land should be broken in June and backset later in the season to prepare for the next year's crop. Every immigrant should suit his own circumstance and time his arrival accordingly, taking care, if possible, to come at the time which would enable him to most quickly get to work. As a guide, however, the replies received to the question as to the best time of year to come are given here: One recommends 1st of February; one, 1st March; six, 1st to 15th April; ten, 1st to 30th May; nineteen say spring; seven, 1st to 15th June; one, 1st Judy; one, 1st August, and two, fall.

The question, "What are the chief causes of the failure of those who have not been successful?" elicited a number of replies, all going to show that failure is not to be attributed to the country, but to the lack of experienced business habits,

energy, sobriety, perseverance, and sufficient capital on the part of the settler. The selection of poor land and the misfortune of losing the first crop, on which the new settler without money solely depended, are also mentioned. There is a general expression of opinion that there is no reason why any man should fail here, but his inability to succeed anywhere else; and that no one who has really made an effort to work intelligently has failed.

There are a number of complaints made of the poor quality of much of the foreign immigration brought to the country. Some of these had neither the means nor the courage to stand a bad first year, and left the country abusing it.

Farmers with sufficient means to keep them until the farm begins to yield profitable returns need have no fear of failure.

Mr. McLay, of Horse Hills, says:—"I consider this country the backbone of Canada. We have the finest of soil, good water, coal in unlimited quantity, timber, gold, a healthy climate, the best system of schools in the world. People coming here have no experiments to make as in farming it has been tested for the last eighty years." (This long period, of course, refers to the experience of the Hudson's Bay Company, who always had a fine farm at Edmonton). Continuing, Mr. McLay recommends going into mixed farming and thoroughly cultivating the soil.

Mr. T. G. Hutchings, of Poplar Lake, says:—"After nineteen years experience, I do say the country itself is all right."

Mr. Harrold remarks:—"What this country needs is good energetic men with capital enough to buy good land, machinery and stock, and get their farms in good shape. Then there is no danger of failing." Though it is immensely easier for such men as Mr. Harrold to mention to succeed, and the advice to come to this district can be unhesitatingly given them; yet as the chief causes of success or failure lie in the man himself, one possessing the other necessary attributes of success need not allow the lack of as much money as is elsewhere stated to be desirable to start with, to deter him from coming and trying his fortune in a district, where it is probable that—owing to expected developments in gold mining—there will be considerably more demand than hitherto for farm labor and produce,

PART II.

Sources of Information.

Whilst the agricultural information in the first part of this work has been compiled from facts furnished by farmers, the intelligence contained in the second part for the benefit of others as well as farmers, has been specially written by local gentlemen under their own signature, or else collected by the compiler of the hand book from the sources indicated in dealing with the subject.

CHAPTER I.

Business Openings.

Besides the inducements which the district offers to agriculturalists, there are many excellent openings for the skilful investment of capital and other pursuits. Next to men the country needs money to its development, that hand in hand with its agricultural progress, other sources of profit may be utilized.

The majority of the farmers consider that an excellent opening exists in Edmonton for a custom grist mill and a small woollen factory. A few think a tannery is required; and one believes a flax mill would pay. Mr. Hutchings supposes that the manufacture of condensed milk, beet sugar, potato starch, wood pulp and paper would be profitable; and besides emphasizes the need of a custom grist mill, a small woollen factory and a cold storage warehouse at Edmonton. Mr. Dinwoodie says a small foundry would be a useful institution which would profitably grow up with the country.

It is stated that there are good prospects for general stores in the Stony Plain, Spruce Grove, Riviere Qui Barre, Morinville, Beaver Lake, Sturgeon River and Clover Bar settlements. A blacksmith is also wanted in the Sturgeon settlement.

The Rev. Mr. Andras, of Wetaskiwin, says: "A doctor accustomed to ladies would do well. A tailor, a laundry, a bootmaker, a brickmaker, a basket maker. Next year a dry goods store would find a place. There are at present two or three mixed stores."

As will be seen by the descriptions of the different towns, almost all usual lines

of business and trade are represented, so that immigrants would find no difficulty in procuring any of the necessities and most of the luxuries of life in these business centres.

Besides the openings for business suggested by the farmers, others may be here mentioned:—

A grain elevator will be required in the town of Edmonton immediately on the completion of the railway extension, for which negotiations are now in progress.

A corporation is now in course of formation called the Edmonton & Kootenay Packing and Storage Company, for the purpose of shipping the perishable products of Edmonton into the Kootenay. The business which this company is entering into is capable of great expansion.

It is probable that a well-organized fishing company would be found more profitable than the trade as at present conducted.

The pottery clays of Edmonton, the ochre of Victoria, and more especially the lime stones of White Whale Lake, might be turned to account.

To meet the local demands, the mining of coal is carried on on a small scale. Owing to the seams cropping out on the sides of the valleys and running horizontally, coal is very cheaply and easily mined. As previously mentioned, this great latent source of wealth will not reach its full development till a clear waterway be established between Edmonton and Winnipeg. A company organized for the purpose of supplying Manitoba with Edmonton coal might be made a grand success.

The probability of the Athabasca petroleum deposit being tapped in Northern Alberta must not be lost sight of. Should the government test now going on be successful, a tremendous impetus will be given to the settlement of the country, and larger opportunities afforded for the investment of capital.

The Edmonton gold fields are fully described in a separate pamphlet, to be had on application to the writer of this handbook.

The lumbering trade has been for years of considerable importance. The Saskatchewan, from the foothills of the Rockies to where it reaches Edmonton, drains a well-wooded country from which



Fur Traders Examining Furs at Edmonton.



A Threshing Scene in the Edmonton District.

is obtained the wood manufactured at the saw mills of D. R. Fraser and John Walter at Edmonton. Portable saw mills and steam threshers travel about in the different settlements ; and along with the stationary mills supply the present demand.

The fur trade called the town of Edmonton into existence long before the construction of railways, and, although its tive importance as compared with other industries is not now so great, its positive importance is increasing yearly. Besides the Hudson's Bay Company, which has establishments all over the country, the firm of McDougall & Secord does a very large business in the Athabasca, Peace and Mackenzie River districts. Larue & Picard also have outposts in Peace River district ; and the hardware firm of Ross Brothers have recently added a fur trading branch to their business. As better roads and means of transportation from the vast fur countries to their geographical business centre at Edmonton become available, this highly important natural trade will more fully develop. Already its proportions may be judged from the fact that over \$100,000 worth of furs are annually shipped by private buyers direct to London : and its importance in giving employment to freighters and boatmen, and in affording a local market for farm produce is very great.

Apart from the possibilities above indicated for the profitable employment of capital, men having money to lend can obtain on security of property of continually increasing value good rates of interest—six per cent. being considered a low rate, and ten quite a common percentage. In some cases it would probably be well for capitalists to so lend out their funds (under proper legal advice), whilst becoming personally acquainted with the country and more permanent forms of personally investing their capital.

There is probably no country in the world where so excellent opportunities exist for the skilful employment of the money of small capitalists under their personal supervision.

For the information of those bringing money to the country attention is called here to the advertisements of the two chartered banks doing business in the district. Unlike the United States, Canada has good reason to be proud of her admirable and secure banking system, which is largely modeled on that of Scotland. Money may be sent to the district through

these banks and therein lodged on deposit receipt, bearing 3 per cent. interest, with absolute safety.

CHAPTER II.

Climate and Sanitary Condition.

BY H. C. WILSON, M.D.

To intending settlers the question of the climate of their proposed new home, and its effects on health, is of as great importance as the productiveness of the soil or the richness of its mineral wealth. Health is one thing essentially necessary to success, and a capital of more than money value.

Generally speaking, the change from an old settled country to a new one, the climate of which is very different, has for a time at least an injurious effect upon the health. In the case of persons coming to the Edmonton district from any other country or other parts of Canada, the reverse has been and still is the rule. For over a century the Hudson's Bay Company recruited its staff of officers and other employees from Britain and Eastern Canada ; and although these men led a life of constant exposure, passing many months of both summer and winter without the shelter of a house or even a tent, they did not suffer in health. On the contrary, many of these pioneers are still living, having attained to ages of seventy, eighty, and even ninety ; and their children are not surpassed in vigor and strength in any part of the world.

Dr. E. A. Parkes, in his classical and standard work on hygiene, says : "With regard to the effect on the Anglo-Saxon and Celtic races of going to live in a climate with a lower mean temperature and greater variations than their own, we have the experience of Canada * * * * In all these, if food is good and plentiful, health is not only sustained, but is perhaps improved, * * * but certain it is that the European not only enjoys health, but produces a progeny as vigorous, if not more so, than that of the parent race." Again I quote from the same work in reference to the healthfulness of the various stations for British troops : "These numbers show what indeed is apparent in all the records, that Canada is a very healthy station. The amount of phthisis has always been smaller than in home service,

and regiments proceeding from London to Canada have had on two occasions a marked diminution in phthisical diseases. The comparatively small amount of phthisis is remarkable, as the troops have at times been very much crowded in barracks."

These remarks, while entirely true of Canada as a whole, would appropriately and truly apply to Edmonton as compared with Eastern Canada, not only as to phthisis, but also as to malarial and typhoid fevers, cholera, dysentery, cholera infantum and other dangerous diseases.

The first necessity for a healthy climate is a sufficient supply of wholesome water. When this is not obtainable all the above mentioned diseases may and do occur as a direct result; as also dyspepsia, diarrhoea, yellow fever, diseases of skin and bones, calculi (gravel), goitre, intestinal parasites (tapeworm), etc. The water supply in Edmonton is abundant and wholesome in every particular from a sanitary point of view, and the above diseases are not prevalent.

The air is clear, pure and aseptic, containing a large proportion of ozone—the natural air purifier. As to the soil in reference to its influence on health, it is only necessary to state that it does not breed the miasma or malaria which is the cause of ague in its many forms; nor, owing to the altitude and low mean temperature, can malaria ever exist in the district.

The climate is not only invigorating to adults, whether in full health or otherwise, but seems to have a special influence in developing strong and healthy children. This is most marked in summer, when in the East thousands of infants die annually from diseases of the stomach and bowels (cholera infantum, dysentery, etc.,) while here a death from any of these causes is a very rare occurrence, and this in spite of the fact that fully nine-tenths of the infants are bottle-fed and receive but a small proportion of the care and coddling that the infants of the East receive and require. Writing on this subject in 1890, Dr. McInnis, with a record of five years years, and myself of eight years', local practice, we stated "that diarrhoea, dysentery and other affections of the bowels are of very rare occurrence. Not a single death has ever occurred from these diseases during our sojourn here, and we have not heard of a death from these causes before that time." These remarks apply to infants and children, as well as to adults. In Toronto eight per

cent. of all deaths are due to these affections, and in Winnipeg sixteen per cent. In Winnipeg and Ottawa the deaths from these diseases stand first in number in the returns; in Montreal, second; Toronto, third. No better climate for children than that of Northern Alberta is to be found in America." (From a pamphlet issued by the Edmonton Board of Trade, 1890). Seven years additional experience has, if anything, strengthened my views as above, and I can now say that the climate is the best to be found in America.

Cases of consumption, asthma, all chest and throat diseases, rheumatism, ague, and many other diseases, are always greatly benefitted and very often cured by a residence here. Typhoid fever is not prevalent, in fact we are almost exempt from it.

In the town of Edmonton is a first-class, well-equipped hospital, instituted and managed by the Grey Nuns or Sisters of Charity, which is open to persons of all religions. There those who have not the means to pay for medical service are treated free by the medical men of Edmonton, and the same care, attention, nursing and attendance is given as to private patients. This has proved a great benefit to many scores of settlers from the surrounding country.

The space allotted to me is too limited to permit me to go into more details. After a residence in Edmonton of fifteen years, my experience is that this is a good climate for every class of persons except medical men—it is too healthy.

CHAPTER III.

Climatic and Meteorological Observations.

Knowing from a personal experience of upwards of thirty years that the climate of the Canadian prairies is preferable in almost every respect to that of Great Britain, and that neither would my many fellow old country men nor I exchange that of our new home for that of our native land, it has always been a matter of regret that so many old country people should be deterred from coming to Canada by a mistaken idea of the severity of its climate. This false idea is due to various causes, amongst which a few may be mentioned.

The greatest deterrent of emigration to Canada is that very reliable instrument,

the thermometer, which frequently registers a degree of cold in which human life could not exist in the damp climate of Britain. The tremendous difference between the heat-conducting power of a damp and a dry atmosphere cannot be realized by old country people who have never left their native land. Dry air is the most efficacious non-conductor of heat, and the Canadian, living in, and surrounded by, such an atmosphere, is well protected against extreme cold or intense heat by this exemplification of the rule of nature, which produces side by side the poison and its antidote, the disease and its remedy; and the extremes of temperature, with the shade, shelter, food and fuel, and atmospheric conditions required to protect her creatures against the elements.

Misrepresentation by jealous rivals for immigration is another potent cause. And as strong inducements are needed to cause an intelligent free-born Briton to change his allegiance to a country inhabited by so large a proportion of the foes of his race, and misruled by them, most unscrupulous misrepresentations are used, tending to show Canada to be a cold, bleak region, impossible of contented life, a place associated with Siberian exile and penalties, a remote region where the graces and amenities of civilization are unknown. Replying to such a recent slander, the "Brooklyn Eagle," a newspaper representing that honorable and broad-minded class, which is in so regrettable a minority in the United States, says in a recent article: "In climate Ireland has the advantage of the Gulf stream, but it has not the clear, strong, bracing air of the prairies, nor is its soil so deep and rich and workable. In the winter the cold is sharp, but it has not the damp, searching rheumatic chill of the coast. Though new, the towns have all the characteristics of western towns on our side of the line, saving only their roughness. The people are industrious and average sober and intelligent. They follow modern methods in their agriculture, they support daily papers, their cities have the same police and fire systems, the same telephones, hotels and theatres, the same pavements as ours, and the prosperity of the country is probably not less than our own land. Villages are increasing, manufactures growing * * *, and all the conditions are such as invite settlement. In the ample room under cloudless skies, with vast ranges awaiting the plow and scythe and sickle, in quick touch through the railroad with the rest of the world, * * * the men and women who take

up homes in the farming belt to the north of us should be prosperous and happy."

The only other source of these false impressions of our climate of which mention will be made herein is the continual misrepresentation of Canada by means of wintery views and descriptions. From these pictures no doubt many Britons have naturally derived the impression that there is only one season in Canada—everlasting winter, with eternal snow; and that its inhabitants go about their every-day avocations perpetually wrapped up in furs. Even the summer dress of Canadians is burlesqued and misrepre-



A PICTURE SENT HOME TO MAMA.

sented by the vanity of youths, who, newly arrived in the country, send home photographs in which they appear in the warlike array of dime novel desperadoes. An amusing instance of this attracted my notice one day when passing a photographic studio, outside which, amongst other samples of the art, was exhibited the figure of a blood-curdling desperado dandy got up to kill. Arrayed in the fringed buckskin shirt and leggings and moccasins of the noble red man, with a full-furred foxskin and tail for his head-dress, stood a figure in the act of discharging a revolver with his right and lunging out with a Bowie knife in his left hand. A full cartridge belt encircled his waist, in

which were stuck another pistol, a tomahawk and a wood-chopper's axe. Fire and fury seemed to flash from his visage, in which it took me some time to recognize the very insignificant features of a lad whose useful, but by no means sanguinary, ordinary occupation was that of assistant to a working tailor in town.

Whilst Canadians rejoice in the beautiful snow of their bright sparkling winter, and know it to be one of the greatest blessings of nature to their country, more especially in affording such splendid roads during a season which in some other countries is characterized by slush and mud and downpours of rain and sleet; yet are they also the fortunate inhabitants of a country which eight months in the year can boast of spring, summer and autumn, of weather unexcelled by any enjoyed by few other lands. If during these seasons, when radiant with flowers and in

verdure clad, Canada were depicted in Europe to so large an extent as she has been as the asylum of exiled youths, who wear mid snow and ice the habiliments of an Esquimaux, people across the Atlantic would have a truer idea of the country and climate.

It having been demonstrated that the extremes of temperature recorded by the thermometer should be read in connection with the recorded sensations of the human beings who experience these extremes, to enable people of other countries to form a true opinion of the climate of Canada, it now remains to cite a few meteorological observations.

The figures are derived from the records of the Dominion government's meteorological service, to which I was kindly given access by Mr. Alexander Taylor, their observer at Edmonton.

TABLE A.

Mean summer (July, August and September), and winter (January, February and March), temperature during periods observed up to 1893:—

Place.	Elevation above sea level. Feet.	Latitude N ° " "	Longitude W. ° " "	Mean Temperature.	
				Summer.	Winter.
Edmonton, Alberta	2158	53.32	113.29	56.0	10.3
Prince Albert, Saskatchewan	1402	52.55	106.	54.6	-0.9
Regina, Assiniboia	1885	50.27	104.87	50.0	0.0
Indian Head, Assiniboia	1924	50.27	103.41	59.9	3.4
Brandon, Manitoba	1194	49.51	99.57	58.4	0.2
Portage la Prairie, Manitoba	854	49.57	98.10	61.7	0.7
Winnipeg, Manitoba	764	49.53	97.7	59.7	1.5

TABLE B.

Temperature and Precipitation during 1893.

Place.	Temperature.			Precipitation in Inches.		
	Maxi- mum.	Mini- mum.	Mean.	Rain.	Snow.	Total.
Edmonton, Alberta	88.0	-41.0	34.46	11.43	54.2	16.85
Prince Albert, Saskatchewan	92.8	-51.9	29.18	8.56	33.10	11.86
Regina, Assiniboia	98.0	-54.0	31.35	9.46	30.6	12.52
Indian Head, Assiniboia	98.0	-44.0	35.09	8.12	10.5	9.17
Brandon, Manitoba	90.0	-44.9	32.83	11.43	29.2	14.35
Portage la Prairie, Manitoba	90.0	-41.0	34.10	16.92	53.2	22.24
Winnipeg, Manitoba	90.0	-44.4	32.18	17.59	46.4	22.23

Note.—Ten inches of snow are considered equivalent to one inch of rain.

TABLE C.

Mean temperature and precipitation at Edmonton during the months of growth from 12 years' observations up to 1896:—

	Temperature.	Precipitation.
	Mean Mean daily range.	Rain in inches.
May	50.9 22.2	2.81
June	56.8 26.8	2.76
July	60.3 27.3	1.18
August	58.8 23.9	2.81
Total	9.06

A glance at table A will show the observant reader that though Edmonton stands in a higher altitude and latitude than any of the well-known places in the Territories and Manitoba with which it is compared, yet on account of its more westerly situation a more temperate climate is experienced, especially during the winter, in which season the benign influence of the Chinook winds from the Pacific is felt with little interruption. Whilst Edmonton in winter is thus subject to this warm air current from the west, in which places further east do not participate, the district shares in the benefits common to all Central Canada, derived from the aerial stream which during summer flows north from the Gulf of Mexico, bringing with it the heat and moisture needed by the fertile soil of the prairies for the production of the magnificent and wonderful crops of the whole region. The higher northern latitude is also compensated for by the greater length of day during the growing period.

Table B exhibits a mean yearly precipitation of 16.85 inches, and C shows that 9.06 inches of this, or over 50 per cent. of the whole, consists of the rainfall experienced during the months when moisture is most required. The remaining precipitation is distributed as 2.37 inches of rain during the spring month of April and the harvest and autumn months of September, October and November, leaving 54.2 inches of snow (equalling 5.42 inches of rain) to fall during the winter months of December, January, February and March. This accounts for the fact that whilst the climate is dry there is yet sufficient rainfall for crops during the growing season, after and before which the operations of husbandry are not interrupted by unseasonable rains.

CHAPTER IV.

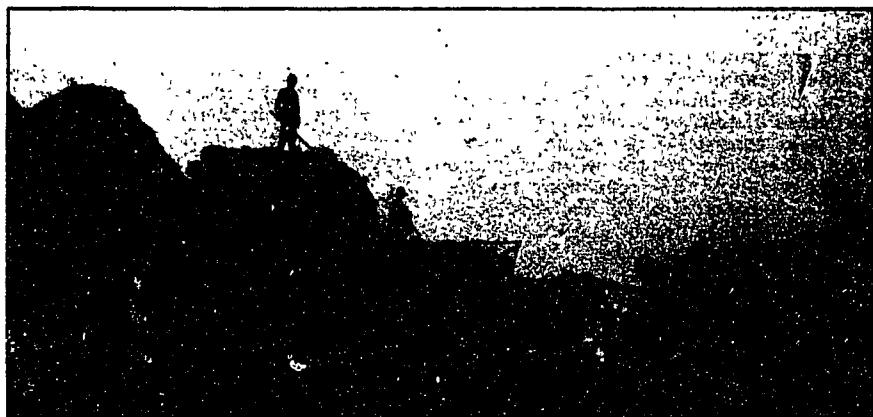
Edmonton's Great Beyond.

Though Edmonton, situated 1,000 miles somewhat north of west of Winnipeg, may appear to one unacquainted with the vastness of continental Canada, to be away at the extremity of possible civilized settlement, it is yet only at the threshold of the gateway to a territory of immense extent and enormous potential value. The Mackenzie river enters the Arctic sea about 2,000 miles due north of the town of Edmonton, after draining through numerous tributaries entering it from east, west and south, a colossal area covering 1,260,000 square miles, consisting of that part of the Dominion lying north of the Saskatchewan watershed, east of the Rocky Mountains and west of Hudson's Bay, and comprising the Great Mackenzie basin.

From the report of the special committee appointed by the Senate of Canada to enquire into the resources of the region, named by them therein "Canada's Great Reserve," the extracts herein indicated by quotation marks are made. The Mackenzie and its affluents form a network of waterways, "while its total lacustrine area probably exceeds that of the Eastern Canadian and American chain of great lakes." "There is river navigation of about 2,750 miles, of which 1,390 miles are suitable for sternwheel steamers, which, with their barges, may carry 300 tons, the remaining 1,360 miles being deep enough for light draught sea-going steamers." "With suitable steam craft this river and lake navigation (in all 6,500 miles) may be connected with Victoria and Vancouver by way of the mouth of the Mackenzie, the Arctic Ocean and Behring Straits and Sea; and it is now connected on the south by 90 miles of wagon road between Athabasca Landing and Edmonton, with



Washing Gold on the Saskatchewan River, Edmonton.



Stacking Grain on the Farm of Geo. Hutton, 14 miles from Edmonton, Alberta.

navigable water in the Saskatchewan river."

ARABLE AND PASTORAL LAND.

"Within the scope of the committee's enquiries there is a possible area of 656,000 miles fitted for the growth of potatoes, 407,000 square miles suitable for wheat." "There is a pastoral area of 860,000 square miles, 26,000 miles of which is open prairie, with occasional groves, the remainder being more or less wooded; 274,000 square miles, including the prairie, may be considered arable land."

"Throughout this arable and pastoral area latitude bears no direct relation to summer isotherms, the spring flowers and buds of deciduous trees appearing as early north of Great Slave lake as at Winnipeg, St. Paul and Minneapolis, Kingston or Ottawa, and earlier along the Peace, Liard and some minor western affluents of the great Mackenzie basin, where the climate resembles that of Western Ontario."

"That the prevailing southwest summer winds of the country in question bring the warmth and moisture which render possible the far northern cereal growth, and sensibly affect the climate of the region as far north as the Arctic Circle and as far east as the eastern rim of the Mackenzie basin."

FISHERIES AND FORESTS.

The report goes on to say that the quantity and quality of the fresh water food fishes implies the future supply of a great portion of the North American continent; and that the seal, walrus, whale and porpoise are found off the mouths of the Mackenzie as well as in its estuary. Further, that "the forest area has upon it a growth of trees well suited for house and ship building, for mining, railway and bridging purposes of great prospective value to the treeless regions of Canada and the United States to the south."

GOLD AND OTHER MINES.

"Of the mines of this vast region little is known of that part east of the Mackenzie river and north of Great Slave lake. Of the western affluents of the Mackenzie enough is known to show that on the head waters of the Peace, Liard and Peel rivers there are from 150,000 to 200,000 square miles which may be considered auriferous, while Canada possesses west of the Rocky Mountains," at the head

waters of these rivers and on the Yukon an immense metalliferous area, principally of gold-bearing rocks. Other useful, but inferior, minerals are also known to exist, such as coal, iron, salt and petroleum in immense quantities. Concerning the latter: "The evidence submitted to your committee points to the existence in the Athabasca and Mackenzie valleys of the most extensive petroleum field in America, if not in the world."

FURS AND GAME.

"The chief present commercial product of the country is its furs, which, as the region in question is the last great fur preserve of the world, are of very great present and prospective value, all the finer furs of commerce being there found. This expert evidence given by such men as Professors Dawson, Bell and Macoun, shows the country to be also stocked with large and small game, besides fur-bearing animals. Moose, reindeer, cariboo, elk, Virginia deer, Rocky Mountain goat, Rocky Mountain sheep, musk ox, a very few straggling specimens of the once numerous buffalo or bison, also bears—black, brown, grizzly and polar—occur in the parts of the region suited to them. There are birds of—almost—every wing frequenting certain places in prodigious numbers, of which may be mentioned grebes, loons, gulls, pelicans, ducks in great variety, geese, swans, bitterns, herons, cranes, snipe, sandpipers, plover, hawks, eagles, grouse, ptarmigan, ospreys, owls, kingfishers, woodpeckers, fly catchers, horned larks, jays, ravens, crows, blackbirds, buntings, many kinds of sparrow, swallows, warblers, thrushes, snow-buntings, snow birds, and the robin (*merula migratoria*, Linn), all of which breed in the country. The flora is equally varied and interesting to the botanist."

"Your committee have reason to believe that a comparison of the capabilities of this extent of country in our own continent exceeds in extent of navigation, area of arable and pastoral lands, valuable fresh water fisheries, forests and mines, and in capacity to support population, the continental part of Europe to which we have referred, (Norway, Sweden, Denmark, Germany, Austria and a part of France and Russia.)

RAILWAY REQUIREMENTS.

To the huge and diversified wealth of this region, Edmonton, as has been pointed out, is the gateway by which fur trad-

ers, missionaries and an occasional enterprising sportsman and prospector find access to it. Its furs are all brought to Edmonton, and those not belonging to the Hudson's Bay Company exchanged for merchandise and the farm products of the country, for which there is an increasing demand. The people of Edmonton regard this trade as of great present importance to them, but believe that in the not far distant future a magnificent market will be created by the utilization of the mineral resources not yet touched in the north. Starting from Edmonton, they expect to see a railway built through the auriferous regions tapped by the upper water of the Athabasca, Peace and Liard rivers—a line of easy construction on the east of the Rocky Mountains, which it would probably be easy to build in the Liard valley through the mountains to the new and rich gold field of the Yukon. Such a line running through a gold-field all the way, and most of the distance through the best arable and pastoral parts of the region described in the report of the Senate's Committee, opening up and making likewise available the resources of the illimitable country in navigable communication with the mighty rivers crossed by it, deserves the attention of enterprising railway projectors and capitalists. The distance from Edmonton to the head waters of the Yukon, from which steam-boats could ply, would be roughly, 900 miles, of which 700 miles (in the Alberta, Peace River and Liard River countries) would be through an arable, pastoral, a timber and a placer gold mining country.

SPORT AND ADVENTURE.

To the lover of sport and adventure in wild and very imperfectly explored regions this great northland offers a field of ample scope. To the mining man, the geologist, the naturalist, the botanist, and even the hardier type of tourist, a journey through this region would be profitable, useful and enjoyable.

Regarding big game shooting, I am indebted to Mr. C. G. Cowan, of Londonderry, Ireland, a gentleman who has hunted for years in the Rockies about the head waters of the Athabasca and Smoky Rivers, for the following: "In my opinion, sportsmen who wish to procure a variety of trophies, that usually measure well, could not do better than visit Edmonton. Here one can obtain everything in the way of provisions, pack animals and necessary equipments for a few months' shooting trip at reasonable prices. The

northern region of the Rockies affords the hunter a more varied bag, and I believe the Atlantic slope gives us better horn measurements than the Pacific side. Wapiti are shot close to Edmonton. Numbers of moose are annually killed in different parts of the district. For bighorn, Rocky Mountain goat, cariboo and bear the entrance of the Yellow Head Pass makes a delightful 'headquarters camp.' A few days' travel from here gives one grand chances at those animals. On two different occasions I saw as many as fifty and seventy-five sheep grazing together, and the year before last (1895) I met an Indian who had killed 19 cariboo, 13 sheep, 11 goat, 11 moose, 9 black-tailed deer, and 8 bears in one autumn's hunt within a few days of the Athabasca river."

CHAPTER V.

To the Golden Yukon—The All-Canadian Route.

BY FRANK OLIVER, M.P.

The great gold discoveries and the consequent rush of gold seekers has almost in a day made the Yukon district the most talked of region of the world. The Yukon and how to get there is the all-absorbing topic. As the nearest railroad town and the starting point of two routes to the gold fields, by land and water respectively. Edmonton is interested in the prosperity of the mines, and particularly in the means of reaching them.

THE YUKON REGION.

The Yukon is the region drained by the head waters of the great river of that name, and extends from the Arctic ocean on the north to the 60th parallel, the northern boundary of British Columbia, on the south, and from the eastern boundary of the United States Territory of Alaska at the 141st meridian to the summit of the Rocky Mountains. It is about 900 miles from north to south, by 600 miles from east to west at its southern boundary, and 200 miles at the Arctic coast. The principal rivers of this region which form the Yukon are the Lewes, rising within 30 miles of the Pacific coast, and flowing northwestward, the Pelly rising west of the Rockies and flowing more nearly westward to its junction with the Lewes, at the site of old

Fort Selkirk, (below this point the united river is known as the Yukon), and the Porcupine, which, after rising within 100 miles of the Yukon, near the international boundary and flowing northeastward, reaches a point within eighty miles of the Mackenzie, it then bends sharply and runs southwestward to join the Yukon at the site of old Fort Yukon in Alaska, about 180 miles west of the international boundary. These three sources, and the main river itself, provide the four present practicable routes to the Yukon region. The Klondike diggings, which are the centre of attraction, are situated on the river of that name which empties into the Yukon, on its west bank about 200 miles below the junction of the Pelly and Lewes, about 100 miles above, and southwest from, the crossing of the international boundary line, and about 900 miles above the junction of the Porcupine and the Yukon.

BEHRING SEA ROUTE.

The route by the main stream of the Yukon to the diggings is by ocean vessel from Victoria to St. Michael's on the Alaska coast, 2,750 miles, and from St. Michael's up the Yukon, 1,700 miles, by stern wheel river steamer. This route is only open about three months, July, August and September, owing to the late date of the pack ice clearing out of the Behring sea, into which the Yukon empties, and the early closing of the river in the lower part of its course in the fall. Owing to the short season, and the long up-stream river voyage, this route cannot be considered adequate for the trade which is certain to be developed in the Yukon, and it cannot be improved.

CHILKOOT PASS ROUTE.

The coast route is by ocean vessel from Victoria to the head of Dyea Inlet, 1,000 miles. Thence 35 miles over mountains 3,500 feet high by the Chilkoot or White passes. Packing over these passes has hitherto been on men's backs at a cost of 15c. to 20c. a pound. At present, owing to the rush there is a congestion of freight there which will absolutely prevent the largest part of what is offered from being taken across. Owing to the height of the mountain pass, and its exposed nature, the weather on it is very severe, and the climb is very steep. So much so that it is absolutely impossible for any but a trained mountain packer to take supplies over it. This route has never been used except for miners going

in and taking a small supply of goods and provisions for themselves. The principal part of the regular supplies of the region are taken in by the mouth of the Yukon. It is said that improvements have been made in the trail over the pass so that horses can be used, but the rate for packing is still quoted at 15c. a pound for the 35 miles. It is doubtful if this route can ever be improved sufficiently to make it suitable for ordinary commerce, so that supplies can be taken in at such rates as will bring the cost of living of a large population down to a figure that will allow mines yielding ordinary pay to be worked. At the northern end of the pass the waters of the Lewes are entered upon at Lake Lindeman. Then small boats are built, which are run through a succession of lakes with rapid connecting streams in which some portages are necessary, until finally good navigable water is reached. The remainder of the distance of 500 miles is then easily made down stream. A railroad from the head of Dyea Inlet to the head of steamboat navigation on the Lewes, about 150 miles, would be necessary to make this a fair commercial route. The nature of the pass at the head of the Inlet, the steepness of the grade, the depth of snow in winter, and the fact that the 15 miles from salt water to the summit—the difficult part of the route—is in United States territory, will tend very greatly against its ever being adopted.

A BETTER AND ALL-CANADIAN ROUTE NEEDED.

Although the two routes above mentioned are the ones now being almost solely used they are not of such a nature owing to physical difficulties as to permit of the proper and full development of the Yukon region by their use. The known and worked gold-bearing placer area of the Yukon is larger than that of any other single region on earth. Throughout the greater part of this great area the pay is not so very large. But it is large enough to cause the profitable employment of a great deal of labor, provided supplies can be furnished cheaply. Indeed, cost of the supplies not gold-bearing area, is what really limits the gold production of the Yukon. The area is practically unlimited if the supplies are cheap. But they can never be cheap if the Chilkoot pass or Behring sea routes have to be depended on. Canada must get a cheaper and better route to the Yukon gold fields than either of these, if those gold fields are to

be fully developed to the profit of Canada. Besides, the two routes are objectionable from a Canadian standpoint from the fact that if dependent on them Canada is doubly cut off from the Yukon by an ocean voyage of from one to three thousand miles and by intervening United States territory. It goes without saying that under such circumstances Canada's hold on the Yukon will always be slight and difficult; and costly out of all proportion to the commercial advantages to be derived.

An all-Canadian, all the year round, all-land route to the Yukon is the great necessity of Canada at the present time in order to hold political and commercial supremacy in this the most valuable part of her new territory; and not less to relieve the congestion on the present routes caused by the unprecedented rush to the Klondike.

There are two practicable all-Canadian routes, the one by the Pelly and the other by the Porcupine branches of the Yukon. That by the Porcupine is practically a water route, down the Mackenzie from Athabasca Landing, 90 miles north of Edmonton, to Peel river portage, across which portage the navigable waters of the Porcupine are reached. This route is being taken by most of the Edmonton men who have started for Klondike, and it has many advantages as a cheap means of getting supplies into the far north.

LAND ROUTE BY THE LIARD AND PELLY RIVERS.

The Pelly river route is a practicable all-land route (or partly land and partly water) from Edmonton to the Klondike. This is the shortest and most direct route from railway communication to the rich diggings. The total distance is 1,400 miles from Edmonton, as against 1,600 by the Chilkoot pass and 4,400 by Behring sea and the Yukon river from Victoria, B. C. Four hundred miles of this distance would be good and uninterrupted steamboat navigation on the Pelly and Yukon rivers; the whole distance, except the last 200 miles would be through a grass-growing region of good summer and moderate winter climate. The season of travel on it would be much longer than on any other route, as there are no high elevations to be crossed and the greater part feels the influence of the Chinook winds. It has been travelled throughout its whole length by scientific men of the highest repute in the employ of the Canadian gov-

ernment and their maps and reports are available to everyone for information regarding it. At several important points it touches the navigable water system of the Mackenzie, and at other points passes within reaching distance of the Ominica and Cassiar diggings, besides crossing the gold-bearing Peace, following up the gold-bearing Liard and down the gold-bearing and very little prospected Pelly. Wagon roads, pack trails and boat routes form the through connection at present. It is because of the inconvenience of these changes in the mode of conveyance that it has not yet been used. It is desired in this article to place before the public as shortly and as plainly as possible the facts as to its probable practicability as an all-land route, and the certainty that at a moderate expenditure it could be made an excellent cattle, pack trail and sleigh road throughout its entire length and a wagon road for a great part, if not all of the distance. For the first 600 miles a wagon road would certainly be possible, and it would pass through a region well within the limits of profitable grazing and agriculture, as proven by actual experiment at different points. Therefore, the supplies necessary for the conduct of freighting and travel on such a road would be cheaply procurable. At no point would it be near the United States boundary, and would therefore be most desirable on that account as a Canadian mail route and for the keeping up of telegraphic communication under any circumstances that might arise. This is of the future, however. Immediate interest in the route is centred in the possibility of travellers for the Yukon getting through over it this season, and of cattle being driven over it to supply the requirements of the miners during the coming winter. At the time of writing, August 18th, 1897, some twenty Californians are in Edmonton, intending to attempt the route this season, having been debarred by the congestion of freight and passengers and the shortness of the season from taking the Chilkoot route. Hundreds, if not thousands, will follow, if their report is favorable. It is time for Canada to wake up. If she would profit by the development of her own resources, all she has to do is to reach out her hand and rush a pack trail through to the Pelly river this season.

TABLE OF DISTANCES.

The route to be followed and the distances from point to point are:—

From Edmonton to the Yukon Overland. View of some of a Party of Gold Miners from California leaving Edmonton with a Pack Train for the Yukon Gold Fields Overland by the Peace River District, August, 1897.



	Miles.
Edmonton to Peace river crossing ..	260
Crossing to Forks of Nelson	240
Forks to Junction of Nelson and Liard	120
Nelson to Dease up Liard	160
Dease to Pelly	170
Pelly to junction with Lewes	220
Junction to Klondike	200
	<hr/>
Total	1370

EDMONTON TO PEACE RIVER.

From Edmonton to Peace river and on to the forks of the Nelson a number of routes may be taken, and the distance given above may be somewhat shortened. However, not to confuse, the best known will be taken, and Peace river crossing will be considered as an objective point. The Peace has to be crossed in any case. This part of the country has been travelled and mapped by Prof. Dawson, director of the Dominion geological survey, and his reports and maps are procurable from the geological department, Ottawa. The route at present generally taken by the Peace river traders, who outfit at Edmonton, is by wagon road to Athabasca Landing, 90 miles. At the Landing their freight is transferred to boats which are taken up the Athabasca, Lesser Slave river and Lesser Slave lake. Their horses are driven on the south side of the Athabasca to the mouth of Lesser Slave river, 40 miles. Then they are swum across the Athabasca, and taken along the north side of Lesser Slave river, 40 miles, and along the north side of Lesser Slave lake, 85 miles. At the Hudson's Bay fort, at the west end of Lesser Slave lake, the traders transfer their goods to carts, which are taken by road, 60 miles, to the crossing of Peace river at the junction of the Smo. If horses are to be packed through this route can be shortened by taking the wagon road through St. Albert to the site of Fort Assiniboine, on the Athabasca, 85 miles, then northwest to the head of Lesser Slave lake, 115 miles, and by the cart road to Peace river crossing. This route has not been travelled for some years, and possibly better time would be made at present by taking the Landing trail.

There is a small settlement near the crossing of Peace river, and a boat could be had there to cross in, while horses would have to swim. Information and guides for a further stretch of the journey could be secured there.

PEACE RIVER TO NELSON RIVER.

From Peace river crossing the country is mixed prairie and timber westward along the north side of the Peace to Pine river, 100 miles west of the crossing. There is a good trail the whole of this distance. On reaching Pine river the direct course would be to turn northwestward along its east bank, between its waters and those of the east branch of the Nelson. This would make the distance from the point at which Pine river was reached to the forks of the Nelson 140 miles, or from Peace river crossing 240 miles. Information could be had at Peace river crossing, Dunvegan or Fort St. John as to the practicability of this direct route, of which there is very little doubt.

In W. Ogilvie's report of his trip from the Nelson to the Peace he mentions being told by a Nelson river Indian that he had gone up the east branch of the Nelson to the head of canoe navigation on it and thence to Fort St. John he took four days on foot, probably 50 or 75 miles. In this distance he crossed a ridge of heavily timbered hills. This would indicate that the greater part of the distance was not heavily timbered, and therefore passable for pack horses. A single belt of timber could easily be cut through.

If, however, this route was found to be inadvisable to be followed, the trail still good could be followed across Pine river to Fort St. John and on to Halfway river, 40 miles. The Indians have a good horse trail up Halfway river to boat navigation on the west branch of the Nelson, about four or five days' travel with pack horses, which would not be more than 100 miles. W. Cust and H. F. Davis, when trading at Rocky Mountain portage, a short distance west of Halfway river, were told by Indians of this trail, and W. Ogilvie, D. L. S., who came up the Nelson and packed from the west branch to Fort St. John in October of 1891, mentions it in his official report. He did not travel by it, as he left the Nelson before he got as far up as where the trail strikes, but after leaving the river several days he fell into other trails taking the same general course. It may, therefore, be taken as established beyond question that an open pack trail exists from Edmonton to boat navigation on the west branch of the Nelson, by way of St. John and Halfway river, the total distance being 500 miles.

If it were found necessary to go to Fort St. John in order to reach the Nelson river, it would be considerably shorter to



Roadway In the Bush, Edmonton.



A Stretch of Country on the Sturgeon River, 12 miles North of Edmonton.

take a direct pack trail which goes by way of Lake St. Ann, Sturgeon lake, Smoky, river and Grand Prairie, crossing the Peace at Fort St. John, instead of at the mouth of the Smoky, as before suggested. This route was followed by Henry McLeod, C. E., when employed by the Canadian government to explore the South Pine river pass for the C. P. R. in coming from the pass to Edmonton, and is shown on the geological survey maps accompanying Prof. Dawson's report.

GOLD ON PEACE RIVER.

In this connection it may be mentioned that any part of the Peace river region is suitable for horses to winter out. Considerable gold has been washed from the bars near Fort St. John. At the Forks of the Peace, easily accessible from Fort St. John, and about 100 miles further west, a very rich bar was worked a number of years ago by W. Cust and E. F. Carey. Between 50 and 75 miles west of this point on the Ominica branch of the Findlay, which is the north fork of the Peace, good diggings are now being worked. When struck first they were very rich, and owing to the cost of getting in supplies from the coast, which hitherto has been the only route, have never been worked out. From the mouth of the Findlay to the Ominica mines is a difficult piece of mountain country, but recent rich finds are reported from it. No doubt this region could be worked more profitably than ever by taking in supplies from this side of the mountains.

NELSON RIVER.

That there is good boat navigation down the west branch of the Nelson admits of no doubt. Ogilvie started up the Nelson about Sept. 10th, and although he suffered many unnecessary delays he left the upper part of the west branch, within 100 miles of Fort St. John, on Oct. 7, the land distance being about 190 miles, and no portages having been made. As this was the season of low water this proves the suitability of the river for down stream navigation. In fact, the Indians use the Nelson and the Halfway rivers as a canoe route, there being a portage of 25 miles between them at a certain point. A party of miners took this route from Peace river to the Liard about 1873. They went up Halfway river in the fall, crossed the portage in the winter and went down the Nelson in the spring.

As to the suitability of the country from the Peace to the west branch of the Nelson for packing through, Mr. Ogilvie, in his report, and J. R. Brenton, of Edmonton, who accompanied him, speak of the timber as being scrubby and the ground generally firm, as it naturally must be, being well-drained and on the rise of the foot hills of the Rockies.

On reaching either the east or west branch of the Nelson with pack horses the packs could be lightened on to boats or rafts, and the journey to the mouth of the Nelson made very easy on the horses by this means. Certainly this could be done with advantage from the Forks down, about 120 miles by land, and probably from 40 to 50 miles above the Forks on either branch. Ogilvie, being confined to the river in his travels, gives no idea as to the possibility of land travel along the Nelson. Certainly there is no such prairie as on Peace river, and the timber becomes larger with the distance north. But the Nelson flows along the easterly base of the foot hills of the Rockies, for its whole length. Geo. Sutherland, of Stony Plain, who lived at Fort Liard and Nelson for some years, has been in these foot hills, and he describes the slope towards the Nelson as dry ground, with scrubby timber. Domestic cattle are kept at both Liard and Nelson, and in the gardens at those posts all the vegetables that can be grown at Edmonton were grown in the greatest perfection. Horses were not in general use by the Indians of the district, but some were used, and the Hudson's Bay Company purchased several for use at the posts. In earlier times the Indians had more horses, but owing to lack of care in hard winters many had died off. Murdoch McLeod, of Belmont, also lived several years at Fort Liard, and visited Fort Nelson on the Nelson and Fort Halkett on the Liard. He describes the country as seen to the west and south from both rivers as consisting of rounded timbered hills. No rugged mountains being in sight, until Fort Halkett, which was at the entrance to the Rockies, was reached. He killed a wood buffalo near the junction of the Nelson and Liard. Bishop Grandin, of St. Albert, who resided at Fort Liard many years ago, recalls that King Beauclerc brought horses across country from Vermillion, on Peace river, to Liard. This, however, is a different route from that above sketched, and shows that there is a choice of routes. Mr. McLeod travelled once from Fort Liard to Dunvegan on

Peace river and back in winter and passed through partly open country most of the way. This route might, however, be too wet for use in summer. All parties agree as to the possibility of a wagon road being made at very moderate expense from Edmonton to the mouth of the Nelson, and then westward up the Liard valley at least to the base of the Rockies. Certainly a cattle and pack trail and sleigh road could be cut out very cheaply, the only question being as to whether the country is already passable or not. Mr. Sutherland mentions that Chilkat Indians from the Pacific coast sometimes came to Fort Liard to trade. Their route was down the Liard river, but he did not know how long the trip took. However, it is further proof as to the practicability of this route through the mountains.

LIARD RIVER.

On reaching the junction of the Nelson with the Liard—620 miles from Edmonton by direct route—the route would turn nearly due west along the latter stream until the Rocky Mountains were passed. R. G. McConnell, of the geological survey, explored the Liard between the mouth of the Nelson and the mouth of the Dease, 160 miles, in the summer of 1887, coming down stream in a boat. His report and maps are published by the Dominion geological survey. The Liard was used as a boat route from the Mackenzie, at Fort Simpson, to the Pelly branch of the Yukon, by the Hudson's Bay Company for many years. But owing to the Indians and their trade being drawn away from the Pelly river post by the establishment of traders on the Pacific coast, and from the Liard by the competition of traders on Peace river, and also partly owing to the difficulties of navigation on the Liard, the Pelly and Upper Liard posts were abandoned. This still further caused the Indians to desert the district, so that for many years past it has been very little known and travelled. McCullough and Thibert ascended it in 1871-72, and struck the rich Cassiar diggings at the head of its Dease river branch in northern British Columbia. McConnell mentions several bars in the part between the Rockies and Dease river having been profitably worked. He specially mentions Po:cupine bar, 30 miles below the mouth of the Dease and a bar at the mouth of Rabbit river, about 25 miles further down. The navigation of the river is considerably impeded by rapids, which have to be passed by portages. But it is a passable

route if none better offered. If necessary, as in coming down the Nelson, a pack train could lighten its loads by using boats on the navigable stretches of the river and the horses on the longer portages. Speaking of the nature of the country, Mr. McConnell describes it as generally well wooded, the hills a long distance from the river and not rugged. The Rockies are only a single, narrow range, and are passed on the river in a few minutes in good water, near Fort Halkett, which is just west of the mountains and about 70 miles above the junction of the Nelson. Mr. McConnell speaks of the unwooded portions of the terraced banks of the river being covered with as luxuriant a growth of grasses and vetches as he had ever seen in any part of the country.

Going over all the information obtainable as to this part of the route, which includes the crossing of the Rocky Mountains, the only possible obstacle to pack and cattle travel at present would be the timber, which might require to be cut through in places. On other hand, unless the conditions are very different from what they are elsewhere in the Northwest, the timber would not form any very serious objection. Feed for animals must certainly exist all along, which is the main consideration, and the climate certainly cannot be severe.

CASSIAR.

Dease river enters the Liard from the south, 160 miles above the mouth of the Nelson. From the Liard to Thibert and McDame creeks, which are the principal mines in the Cassiar district of British Columbia, is less than 100 miles, and practicable either by pack trail or canoe.

FRANCES LAKE AND PORTAGE.

From the mouth of the Dease to Pelly river was explored by Prof. Dawson, director of the geological survey of Canada, in 1887. The distance to the beginning of the portage from Frances lake to the Pelly is about 120 miles. This was made by canoe, and the navigation is not quite as difficult as in the part of the Liard from Dease river down. Prof. Dawson mentions the existence of galena bearing silver a few miles above the junction of the Dease. He describes the valley of the river and of Frances lake as wide and the back country as gently rolling, in some places rising into rounded hills. The timber is not large, and in some places is scattered on sandy soil. There is a good

growth of grass, and hay meadows are not infrequent. The distance from Frances lake to Pelly river is about 50 miles. The greater part of this can be made in canoes up Finlayson creek to the lake of the same name and down Campbell creek. The divide crossed in this distance is somewhat mountainous, but "no very high summits were seen, the elevations being as a rule rounded and regular in outline, and forming broad, plateau-like areas." The climate becomes less moist as Frances lake is left, and dry, gravelly terraced flats are not uncommon.

"Grassy swamps are found in a number of places, and a good growth of grass is also met with, where areas have been denuded of forests by successive fires, so that should it ever become desirable to use horses on this portage they might be maintained without difficulty."

P. C. Pambrun, of Battleford, was the Hudson's Bay officer in charge of Frances lake and Pelly bank posts a number of years ago. He says the chief difficulty in the way of a pack train would be the heavy timber along the Nelson and lower part of the Liard. The country is rugged but the ground is solid, with very few muskegs. There is plenty of grass along the route, but being somewhat different from that of the prairie, horses used to the prairie grass will not do as well on it. Horses native to that country would winter out on the Liard, but horses taken through from the plains would have to be fed hay. Horses taken from the plains could winter well on the Peace river prairies. Plenty of hay can be cut at the site of Fort Halkett and at Frances lake. Domestic cattle were kept at the former post by the Hudson's Bay company. The snow is never very deep at Fort Halkett, as the Chinook reaches there in the winter time. At Frances lake winter lasts from Nov. 15th to May 1st. Wild fowl come about May 15th. It is no colder in winter at Halkett or Frances lake than at Edmonton, but across the divide on the Pelly it is much colder.

Prof. Dawson mentions finding colors of gold at the mouth of Finlayson river, the point at which Frances lake is left for the Pelly, and being told that the bar had been worked for a short time by some miners from Cassiar who made \$8 to \$9 a day. Gold quartz veins were found on both sides of Frances lake and were largest in the canon near the mouth of Finlayson river on the west side of the lake. Quartz from the east side, containing iron and copper pyrites, also contained

gold. Prof. Dawson also mentions that in the vicinity of Frances lake wild roses in bloom were abundant in June. The forest growth resembled that of interior British Columbia. Although the weather was showery when he was there, he considered that neither the snow nor rainfall was very great. The elevation of Frances lake above the sea is 2,577 feet. The height of the watershed between the waters of the Liard and Pelly is 3,150 feet.

PELLY RIVER.

Prof. Dawson reached Pelly river on July 29th, 1887. The elevation above the sea, at this point was found to be 2,965 feet. The river is 327 feet wide, with a middle depth at that date of 7 feet. The professor believed it to be navigable for steamboats at that point and for a considerable distance further up the lakes in which it heads. In going down he found it suitable for steamboat navigation and uninterrupted, except by two rapids. The first was at the mouth of Hoole river, about 20 miles below the portage. This rapid might be run safely, but can be avoided by a short, easy portage. Another rapid occurs about ten miles further down in Hoole canon. This rapid must be avoided by a portage half a mile in length. From this point there is uninterrupted steamboat navigation to the sea.

The land distance, by the Pelly, from the Frances lake portage to the junction with the Lewes is about 200 miles, and the water distance 320 miles. The country is not rugged, the timber is not large, and many open grassy slopes are mentioned along the banks. The climate is evidently more moderate than in the Klondike region, and apparently there is no reason why pack horses or loose cattle should not be driven through this region without difficulty. Cattle and horses have already been driven to the mines from the Chilkat pass down the Lewes, where the country is much more rugged than on the Pelly. In any case, with a large navigable stream flowing directly to the mines, once men were at the Pelly river the difficulties of reaching the Klondike diggings, with either cattle or freight, would be over, provided the time of year were suitable. If the season were too late for navigation, Frances lake is evidently a better wintering place than anywhere on the Yukon waters, and the surrounding country offers as good a field for the prospector as any other part of the gold region.

Spruce up to two feet through is found

at intervals all along the Pelly, but is not as abundant on the upper as on the lower part of the river.

GOLD.

"As in the case of the Upper Liard and Frances rivers, quartz derived from veins is an abundant constituent of the gravel bars of the Pelly, and numerous small quartz veins were observed in the rocks in many places." Small colors of gold may be found in almost any suitable locality along the river, and heavy colors in considerable number were found at the mouth of Hoole river.

Thomas Boswell informed Prof. Dawson that he had worked bars on Ross river, which comes into the Pelly from the north, for \$18 a day. Munro and Langtry had worked at Granite canon, on the Pelly, at \$10 to \$20 a day per man. The head waters of the Macmillan and Ross rivers which probably interlock with those of Stewart river, and of Pelly river itself, are yet unprospected.

From the junction of the Pelly with the Lewes, about 200 miles from the Frances lake portage, to the Klondike diggings, the Pelly river and Chilkoot pass routes, whether by land or water, would be the same and the distance would be about 200 miles, the mouth of the gold-bearing Stewart river being passed on the way.

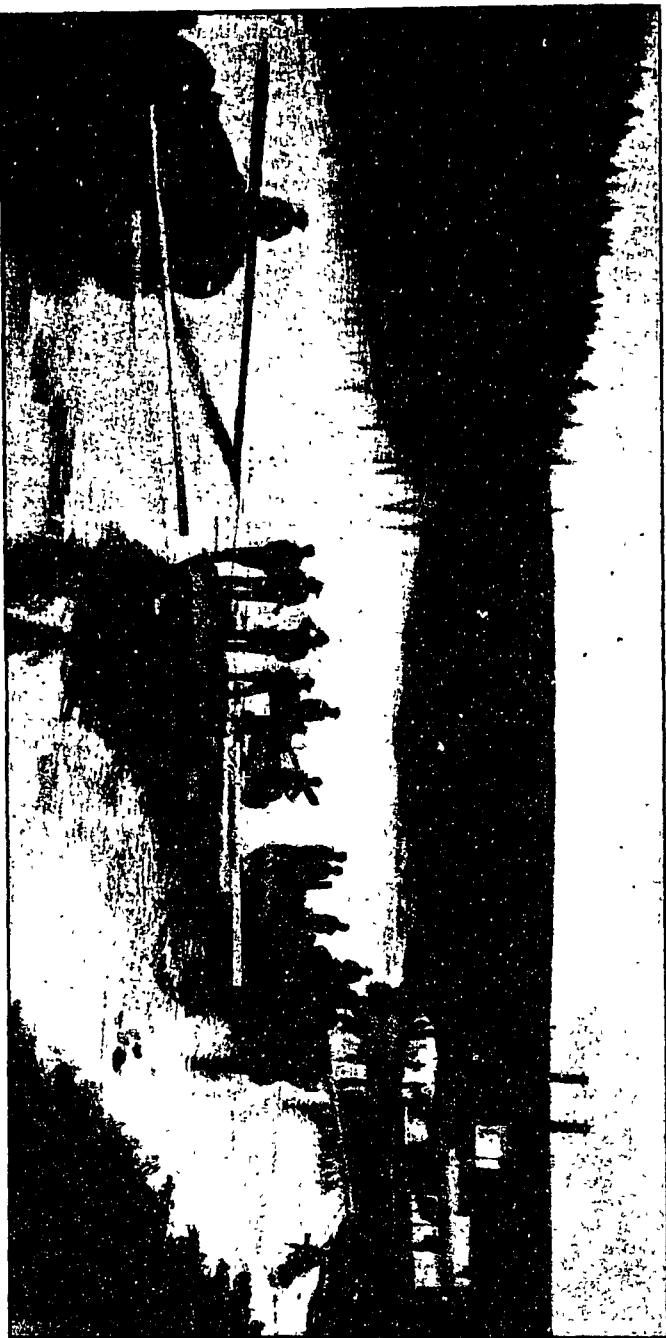
GOOD TRAIL NEEDED.

There is very little doubt that the route from Edmonton to Pelly river, as above sketched, is possible for pack horses and cattle at the present time. But any question as to its possibility is not enough. There should not only be a route, but it should be a good route. It should be as short and as good as the conditions admit of. It is only by this route that the cattle interests of the Territories can hope to reap any benefit from the development of the Yukon. Business for the cattlemen means business for those who sell to them, and therefore business for every one east of the mountains. Although the coast route has the advantage of cheap navigation for over half the way, the Edmonton route has the advantage of starting directly from a source of cheap food supply, and of passing through a country where cattle or pack horses will support themselves. Prompt action on the part of the Canadian government in opening this trail through this fall would throw a large share of next season's Yukon trade directly into Canadian hands. It is no further from Edmonton to Pelly river

than it is from Winnipeg to Edmonton by the Saskatchewan cart trail. The route can be made as easy for pack horses as the Saskatchewan trail was for carts. If it were the distance from Edmonton could be made in 60 days. A pack horse will carry 200 to 300 pounds, and in a train one man can manage five horses, travelling 15 miles a day, always provided the trail is good. The low value of horses suitable for packing in the Territories now gives a great advantage to the use of this route.

THE MACKENZIE ROUTE.

While the land route by way of Liard river has the advantage as a cattle trail and as offering the longest possible season in which miners can get in or out of the Yukon region, the water route by the Mackenzie offers very much greater present advantages in the way of taking in large quantities of supplies at low cost. The navigable water system of the Mackenzie extends north and northwestward from Athabasca landing—which is 90 miles north of Edmonton and connected by wagon road—so that the portage from the Mackenzie near its mouth to the Porcupine branch of the Yukon is directly north of the Chilkoot pass. The Mackenzie river itself lies close along the northeasterly side of the Yukon district, with the Rocky Mountains narrowed to a single range between. Rivers flowing into the Mackenzie from the west all along its course for a thousand miles interlock at their heads in many cases with the head waters of the Yukon. The Porcupine at its greatest northeasterly bend is within 80 miles of the Mackenzie at the head of the delta into which it divides before entering the Arctic sea. Across this portage the Hudson's Bay company have for many years carried on their Yukon trade, and still do so. It is by this route that most of the Edmonton men who have gone north intend to reach the Yukon. The Hudson's Bay company have always portaged their goods in winter with dogs, but a canoe route a few miles to the north of the Hudson's Bay Co.'s portage has been used occasionally when required in summer. This route was used by R. G. McConnell, of the Dominion geological survey, who used it to take his boat from the Mackenzie to the Porcupine, and appears on his map issued by the geological survey. The approximate distance which would have to be made by canoes and short portages from flat-boat or steamer navigation on the Mackenzie side



The New North West Passage. - Edmonton to the Yukon by Water. The H. B. Co.'s Steamer "Athabasca" and Three Traders' Boats about to leave Athabasca Landing en route for Grand Rapids and Mackenzie River.

to like navigation on the Yukon side is about 35 miles. This is the only serious difficulty on the whole route, and cannot be considered as a very serious one.

The route by sections is as follows:—

**EDMONTON TO ATHABASCA
LANDING—90 MILES.**

This is a wagon road, over which thousands of tons of freight is hauled. The rate is 75c. to \$1 per hundred pounds.

**LANDING TO GRAND RAPIDS—167
MILES.**

This is down the Athabasca in steam-boat navigation. The H. B. Co. have a stern wheel steamer, 28 feet beam, 135 feet keel, on this stretch, but only for their own use.

Boats for the trip down the Mackenzie must be built at the Landing. The lumber may be whip-sawed there or freighted out from Edmonton. If merely large carrying capacity is required, flat boats are built. These are generally 45 feet long, 8 feet wide at the bottom and 11 feet at top in the centre, and $3\frac{1}{2}$ feet deep. Such a boat costs \$75 to \$100, will carry ten tons, and can be handled, except in rapids, by three men. If sailing qualities are wanted, York boats are built. These cost up to \$300 for eight tons capacity. When flat boats are used an extra crew of three men each are hired to help to take the boat through the Grand and succeeding rapids. These men are paid \$25 for their trip to Fort McMurray at the foot of the rapids, and return, with board until they get home. The speed made by a flat boat depends on the stage of the water. In high water the run to Grand Rapids can be made in two and a half days.

**GRAND RAPIDS TO McMURRAY—
87 MILES.**

This stretch is not navigable for steamers. At Grand Rapids the flat boat loads are portaged half a mile, and the boats let down the rapid by a line. The succeeding rapids are run without portaging, unless in very low water. The time from the foot of Grand Rapids to McMurray in good water is one and a half days.

**McMURRAY TO SMITH LANDING
—287 MILES.**

Good steamboat navigation all the way. The H. B. Co. have a stern wheel steamer, 24 feet beam, 130 feet keel, on this stretch. The only difficulty for flat boats

is the run across part of Lake Athabasca, 15 miles, to Fort Chipewyan, and ten miles along the shore after leaving Chipewyan, to the entrance of Slave river. A quick passage here depends on a fair wind.

SMITH PORTAGE—16 MILES.

From Smith Landing there is 16 miles of bad rapids, in passing which five portages of boats and cargoes have to be made. Guides and help for these portages can be procured in the adjoining half-breed settlement. Block and tackle is used to haul the boats over the portages. The Hudson's Bay Company haul their freight around the rapids by oxen over a 16-mile wagon road. The settlers charge 50c. a hundred for any freight they haul across the portage. They are generally only employed by parties coming upstream.

**FORT SMITH TO PEEL'S RIVER—
1,287 MILES.**

There is no break in the navigation for this distance. The Hudson's Bay Co. run a screw steamer, 14 feet beam, 90 feet keel, 14 feet depth on this route. The down trip takes 8 days and the return 22. There is good flat boat navigation, 194 miles, from Fort Smith to Resolution on the shore of Great Slave lake. Resolution to Providence, along the south shore of Great Slave lake, 168 miles, difficult for flat boats except with fair breeze. From Providence down the Mackenzie proper to Simpson, 161 miles; to Wrigley, 136; to Norman, 184; to Good Hope, 174; to Peel's river, 252; up Peel river to Fort Macpherson, 18 miles, in slow current.

PEEL RIVER PORTAGE.

Rat river comes into Peel river from the west, only about twelve miles above the entrance of the Peel into the Mackenzie delta. Flat boats can be taken up this river some miles. Then the canoe route must be taken for 30 miles to flat boat or steamboat navigation on Bell's river, which enters the Porcupine from the northeast, at its most easterly bend. New boats would probably have to be built on Bell's river for the voyage down the Porcupine; or canoes could be taken up the Porcupine by the more direct route to the gold fields. From Bell's river to the junction of the Porcupine with the Yukon, 400 miles, can be run in flat boats in from five to eight days. To this point the whole journey is down stream except the

35 miles between the Mackenzie and Porcupine.

As a cheap freight route this could hardly be surpassed. The chief objection to it is that the season is very short, but no shorter than on the Behring sea route. Great Slave lake cannot generally be crossed before July 1st, and the Porcupine should be reached by the middle of September. This short season could be remedied to some extent by the use of steamers to tow flat boats quickly down the Mackenzie and a steamer on the Yukon to tow boats up the 300 miles from the mouth of the Porcupine to the Klondike. By the use of steamers, the improvement of the portages at the Grand Rapids and Fort Smith rapids, and by improvements on the 35-mile portage from the Mackenzie to the Porcupine this would become the principal heavy freight route until supplanted by a through railway. For expert canoe men it offers great advantages as it is. It is more than likely that short practicable canoe routes exist from the Mackenzie to the head waters of the gold-bearing streams of the Yukon, hundreds of miles further south than the Peel river portage.

Note.—From 15th July to 30th August, 1897 twenty-five men left for the Yukon by the overland, and seventy-seven by the water route.

CHAPTER VI.

Towns and Villages.

EDMONTON.

The chief, and only incorporated town in the district is that of Edmonton, to which allusion has frequently been made in this publication. To write the history of this town would be to relate that of the whole district. The site was selected by the original fur trading pioneers of the country, and on the amalgamation of the two great rival fur companies—the Northwest of Montreal, and the Hudson's Bay of England—their united establishments became Fort Edmonton. This became for the purposes of the fur traders, who had tried and proved every natural route and facility, their headquarters for their operations in the Upper Saskatchewan country and the regions naturally tributary, by reason of easy routes of travel, thereto. From the mouth of the Columbia to the Big Bend by canoe, thence on foot or horseback up the Canoe River

valley through the Athabasca Pass to Jasper House, thence by canoe down the Athabasca river to Fort Assiniboine, from there to Edmonton by land, and taking canoe at Edmonton on down the Saskatchewan across Lake Winnipeg and down stream to York Factory on Hudson's Bay, from thence returning in like manner, was a journey annually for a long period of years made by the hardy officers of the fur companies. The trade of Lesser Slave Lake and the region now known as Southern Alberta was also controlled from Edmonton, which became by reason of this position and the richness of the fur-bearing region, tapped from it, the most important fur trading station on the plains of Rupert's Land, and always commanded by one of the ablest administrators of the Hudson's Bay Company.

Employees leaving the great company's service began settling in the best spots of the district. Missionaries established themselves at stations, each of which became the nucleus of a little settlement of fishermen and buffalo hunters, who cultivated small patches of ground.

Next came gold miners in the early sixties; some of them commenced farming. And then, in anticipation of the construction of a transcontinental line of railway, which, as planned to run on the line of least resistance up the Saskatchewan valley, everyone predicted must pass through the Edmonton country, came Canadian settlers in the seventies and eighties. The pioneer of a new country comes to it that he may take and have his pick and choice of whatever may be to his mind the best part of the country; so these early Canadian pioneer agriculturalists, passing through or from Manitoba, trekked across the thousand miles of unsettled prairie between Winnipeg and Edmonton, and locating in the Upper Saskatchewan valley, formed a settlement which in 1890 was deemed of importance sufficient to be tapped and served by a branch northward from the main line of the Canadian Pacific railway at Calgary.

By this time east of the Hudson's Bay Fort had arisen a prosperous commercial village, with steam saw and grist mills. Unfortunately for the town, the holders of the railway charter saw fit to terminate their line not at the bank of the Saskatchewan river, but at the top of the bank of the Saskatchewan valley, here over a mile wide and 200 feet deep, and there establish a townsite of their own named South Edmonton, immediately op-

posite the old town of Edmonton. But steps are now being taken to ameliorate the situation by the commencement of the construction this season (1897) of a combined traffic and railway bridge across the Saskatchewan at Edmonton.

The main difficulty of securing for Edmonton uninterrupted railway communication, that of crossing the Saskatchewan, being thus about to be removed, it is confidently expected that railway facilities commensurate with the importance of the large settlements and interests north of the Saskatchewan will soon be afforded.

The town of Edmonton has a present population of from 1,200 to 1,500. It is the judicial and legal centre of Northern Alberta. In it are established the Dominion government's land and registry offices, also customs and excise offices. Branches of the Imperial Bank of Canada and of La Banque Jacquin's Cartier do extensive business here. Many financial and insurance companies are represented. It is, however, above all important as a commercial centre for the supply, not only of the settlements and smaller towns throughout the district, but also of distant settlements and missionary and fur trading stations in the interior. The leading merchants of Edmonton are regarded as amongst the most substantial business men of the West, and to their integrity, enterprise and public spirit are very largely to be ascribed the progress and development of the country at large.

The clerical, legal and medical professions are ably and amply represented. An architect, a civil engineer and a land surveyor also practice their professions.

A steam grist and saw mill, and sash and door factory; also contractors, builders and artisans and mechanics of every ordinary kind are established in the town. There are brickyards, coal mines, and even gold diggings within the incorporated limits, as well as the government butter factory and Mr. Gallagher's cold storage warehouse on its confines.

It has a telephone and electric light service, a well-equipped fire brigade, a municipal constable and a detachment of the Northwest Mounted Police.

There are three good hotels, three restaurants, and several boarding houses; also livery stables.

Churches of all denominations represented in the district, fine public schools and a boarding school presided over by the Rev. Sisters Companions of Jesus, and, moreover, a splendid public hospital,

under the direction of the Sisters of Charity, are all to be found in Edmonton.

Persons coming to Edmonton will find all the comforts, conveniences, and amenities of civilization, as well as the opportunity of buying or selling all sorts of commodities.

The steamboats plying on the Saskatchewan, and calling at Edmonton, may be here mentioned. The largest of these is the Hudson's Bay Co.'s sternwheeler, the "Northwest," of about 300 tons, plying regularly as a freight and passenger boat between Edmonton and Prince Albert and intermediate points. The next is the "Minnow," of Fort Saskatchewan, a small stern-wheeler, owned by Lamoureux brothers, plying as freight offers up as far as Goose Encampment in the lumber and mining business, and occasionally as far below as Battleford with coal, produce and other freight. One of the American mining firms of South Edmonton has recently purchased a small screw propeller tug boat named the "Upas," from D. R. Fraser & Co., lumber merchants of Edmonton. Mr. Gainer owns and operates a tiny stern-wheeler, the "Daisy Bell," engaged in carrying supplies to and trading with the miners scattered up and down the river.

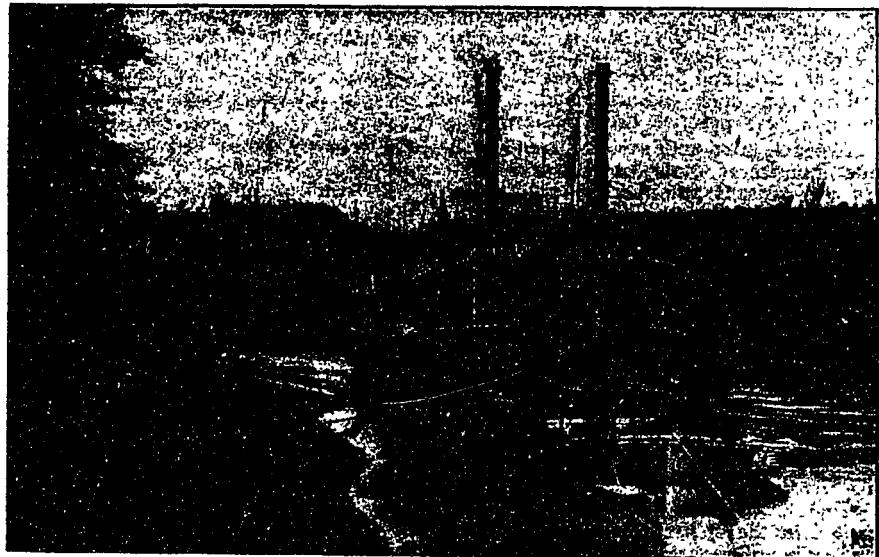
In Edmonton is published a bi-weekly, "The Edmonton Bulletin," of which Frank Oliver, M. P., is the editor and proprietor. Beginning in 1880 as a weekly, enjoying the unique distinction of being perhaps the smallest newspaper in the world, the paper has grown in size and influence with the settlement of the district, in the development of which it has been one of the most important factors. The honesty, ability and courageous independence of its editor have given the "Bulletin" a reputation and an influence which are not confined to the district in which it is published, but extends beyond the Territories and through the Dominion.

SOUTH EDMONTON.

This busy and growing town, which has not yet become incorporated, claims a population of 700. It owes its origin to the Calgary & Edmonton Railway Company, in 1891, making the site its terminus, in consequence of which a patent process grist mill of 75 barrels daily capacity, with an elevator attached, was established in it. This was followed by the erection of a large oatmeal mill and elevator by Messrs. Brackman & Kerr, of Victoria, B. C., whose prize-winning products are



Rural Beauty in Edmonton.



Steamer "North-West" on the Saskatchewan River, Edmonton.

famous throughout America. This firm is about to erect another elevator to enable them to keep pace with their rapidly increasing business, under Mr. T. W. Lines. As the transhipping point of the outward and inward railway freight of the northern portions of the district South Edmonton is of much importance ; and stores representing all lines of business flourish therein. There is one resident lawyer, two surveyors, loan and insurance companies's agents, a sub-branch of La Banque Jacques Cartier, and a money order post office. All the usual trades are fairly represented, and there is also a good machine shop, with the prospective addition of a small foundry. Down in the valley of the Saskatchewan river, to which the townsite limits do not however extend, is the saw mill and lumber yard and extensive carriage and boat building works of Mr. John Walter, where all the gold mining dredging scows have been built, or are now under construction. The government butter factory is also situated in the valley between the two towns.

There are Episcopalian, Presbyterian, Baptist and Methodist, as well as Roman Catholic churches, under three resident and other visiting ministers. The town has a fine public school building. Three hotels supply ample hotel accommodation to travellers, and immigrants are accommodated in the government sheds, of which Mr. Bennett, immigration agent, is in charge. A constable of the N. W. M. P. is stationed here ; a volunteer bucket fire brigade, and a good brass band are in existence.

South Edmonton is the market town for several large and progressive agricultural settlements south of the Saskatchewan river, and is the resort of a large number of gold miners. It supports an ably and energetically conducted weekly newspaper, "The Plaindealer," and has every reason to be confident of a prosperous future.

ST. ALBERT.

This Roman Catholic Cathedral town may, next to Edmonton, claim to be distinguished over other towns of the West by the greater antiquity of its origin. It is beautifully situated in the valley of the Sturgeon river, and about nine miles north of Edmonton. The seat of the Roman Catholic Bishopric of St. Albert, which covers an immense area of the settled and unsettled portions of the Territories, it is also the central point of those fine farming settlements, Glengarry, Morinville, and old St. Albert district. It is

the capital of the electoral district of St. Albert, which Mr. Daniel Maloney so well represents as member in the assembly.

Besides the Cathedral, the Bishop's palace, the convent and hospital of the Grey Nuns, and their school buildings crown the bank of the valley, in which is situated the business portion of the town. Besides an ordinary school taught by the Sisters of Charity, with their usual devotion and ability, they also conduct an industrial school, where native children are taught the trades and callings of civilized life.

There are two large general stores, a hotel, a blacksmith, and other mechanics. It is in telephonic connection with Edmonton and Morinville.

FORT SASKATCHEWAN.

This town is of military origin, having been founded by Colonel W. D. Jarvis, of the Northwest Mounted Police, in the fall of 1874. The barracks were completed in 1875, and with the improvements subsequently made, present to-day one of the most picturesque appearances in the Territories. It is beautifully situated on the Saskatchewan river about 18 miles northeast of Edmonton. Population, 300. As the headquarters of the "G" division of the N. W. M. P., under Major Greisbach, which acts as the preventive and protective force for all Northern Alberta, as well as for the Athabasca and Peace River districts, it is of importance. Apart from its military consequence, the town has many advantages which guaranteed its continued growth and prosperity. As centre of one of the finest mixed farming portions of the district, which is being rapidly settled, the town is bound to grow with the country. Already it is the market town of the splendid settlements in the Beaver Hills, of Beaver Lake, Edna, Egg Lake, Victoria and Vermillion. Situated on the bank of the navigable waters of the Saskatchewan and at the best natural crossing for a railway bridge anywhere on that river, and moreover as the objective crossing of several railways, for which charters are held, there is every human probability that the town of Fort Saskatchewan will become a great city.

It has a doctor, an Anglican and a Presbyterian church, with resident clergymen; three general stores; one hardware establishment; two blacksmith's shops; a livery stable; a drug store, and a butcher's, a barber's, and a harness shop. There is a very good hotel.

One of the best institutions of Fort Saskatchewan is a fine 50-barrel roller process grist mill, which has been a boon to the farming community not only in the electoral district of Victoria, of which this town is the capital, but to those of all the neighboring electoral districts. There is a very active and progressive agricultural society with grounds, which are being very much improved by a new race track, fence, stables and a large hall.

The member for the district, Mr. F. Fraser Tims, who is one of the most public spirited men in the Territories, resides in the town which he has done so much to foster and develop.

Towns along the line of the Calgary & Edmonton Railway, by C. S. Lott.

WETASKIWIN.

Wetaskiwin, situated on the C. & E. railway, 152 miles from Calgary and 40 miles from Edmonton, in the centre of a very good and extensive farming district, has a population of about 200. There are four churches: Church of England, Roman Catholic, Presbyterian and Methodist. A first-class school house, creamery, large hotel, three general stores, two lumber yards, two butchers, drug store, jeweller, etc. There is a large grain warehouse and an elevator will be erected this year. Wetaskiwin is the market town for the Battle River district.

There is a good opening for a doctor at this point.

LACOMBE.

The town of Lacombe, situated on the Calgary & Edmonton Railway, 113 miles from Calgary and 79 miles from Edmonton, in the midst of a good farming and ranching country, (well watered with lakes and springs, and having plenty of timber for building), has a population of about 200. There are two churches, Presbyterian and Methodist, and the Church of England also holds service here. There is a good school in the town, and one in the surrounding country. There is a first-class hotel and livery stable, three general stores, hardware store, lumber yard, two implement agents, doctor, blacksmith, two harness makers, druggist and butcher.

There are good openings in Lacombe for the following: Lawyer, brickmaker, baker, shoemaker and barber. D. C.

Gourlay would be glad to answer any inquiries at any time.

RED DEER.

Red Deer, situated midway between Calgary and Edmonton, in the midst of a fine mixed farming and agricultural district, has a population of about 300. It has three churches, and one of the finest schools in the country, government creamery, Dominion land office, Mounted Police station and other public buildings. Societies are represented by the Freemasons, Orangemen and Independent Order of Foresters. Mails are distributed here for Pine Lake and Greenlaw. Coal and wood abound in the district. The following businesses are established here: Three general stores, barber, blacksmith, taxidermist, hotels, saw mill, brick yard, doctor, lawyer, insurance agent, office of the Saskatchewan Land & Homestead Co. Three sittings of the supreme court are held each year.

INNISFAIL.

A town on the C. & E. railway, 76 miles from Calgary and 116 from Edmonton, is very prettily situated in a rolling park-like country. The town is built on the edge of a bluff of poplar, and the trim and tidy buildings, with the background of green foliage, presents a very attractive appearance. The district is a good one for mixed farming and ranching on a small scale.

There are three churches, a creamery, good school, two good hotels, three general stores, hardware store, blacksmith shop, livery stable, etc., etc. A doctor and a lawyer are established here.

OLDS.

Olds, a thriving town on the C. & E. railway, 58 miles north of Calgary, is situated in the midst of a good farming district.

The following businesses are established here: Good hotel, livery stable, general store, hardware store, harnessmaker, blacksmith, implement agency, post office, etc., etc. There is a good school house and a creamery in operation.

Free homesteads can still be obtained within a reasonable distance of Olds. In the district to the east of Olds there are a number of small cattle ranches, this district being particularly well supplied with hay.

CHAPTER VII.

General Information.

HOW TO REACH EDMONTON.

European Emigrants should apply for information to the High Commissioner for Canada, 17 Victoria Street, London, S. W., or to any Canadian Government Agent, also to agencies of the Allan, Dominion and Beaver lines of Steamships.

Settlers from Ontario and the Eastern Provinces of the Dominion can purchase tickets from any of the Canadian Pacific Railway Stations or Ticket Agents direct to all stations on the Calgary & Edmonton Railway, and get the benefit of the settlers' immigrant rates.

Settlers from the United States can purchase regular tickets to Gretna, North Portal, Lethbridge, Revelstoke, Huntington, or Vancouver, and from those points get the settlers' immigrant rate to any of the above stations.

As the rates of freight and passage may vary from time to time, the present rates are not given. Application should be made for rates to the Canadian Pacific Railway Company, who grant liberal terms.

SETTLERS' SPECIAL RATES AND PRIVILEGES.

The attention of intending settlers on the Calgary & Edmonton railway lands is drawn to the fact that they will be granted by the Canadian Pacific Railway company, over whose line they must travel in order to reach these companies' lands, all special rates, stop-over privileges, etc., etc., granted by the Canadian Pacific Railway company to intending settlers on their own lands.

CUSTOMS.

Under the Customs Tariff of Canada a bona fide settler may bring into Canada, free of duty, as "Settlers' Effects," the following articles, viz.:-

Wearing apparel, household furniture, professional books, implements and tools of trade, occupation or employment, which the settler has had in actual use for at least six months before removal to Canada; musical instruments, domestic sewing machines, carts and other vehicles, and agricultural implements in use by the settler at least one year before his removal to Canada, not to include machinery or articles imported for use in any manufacturing establishment, or for sale; provided that any dutiable article entered as settlers' effects may not be so entered unless brought with the settler on his first

arrival, and shall not be sold or otherwise disposed of without payment of duty, until after two years' actual use in Canada.

STOCK FROM THE UNITED STATES.

Live stock, when imported into Manitoba or the Northwest Territories by bona fide intending settlers, shall be free, until otherwise ordered by the Governor-in-Council, subject to the following regulations made by the Honorable Comptroller of Customs:—

Each settler is allowed one animal of neat stock or horses for each ten acres of land purchased or otherwise secured.

One sheep or swine for each acre so secured.

If horses or cattle are brought in together, one animal allowed for each ten acres so secured.

If sheep and swine are brought in together, one animal for each acre so secured.

If horses, cattle, sheep and swine are brought in together, the same proportions to be observed.

The operation of the above regulation is limited to 320 acres.

The rate of duty on stock in excess of the above numbers is 20 per cent.

HOMESTEAD REGULATIONS.

All even numbered sections, excepting 8 and 26, which are Hudson's Bay Company's lands, are open for homestead entry (160 acres), by any person sole head of a family, or any male over 18 years of age.

ENTRY.

Entry may be made personally at the local land office for the district in which the land to be taken is situate, or if the homesteader desires he may, on application to the Minister of the Interior, Ottawa, or the Commissioner of Dominion Lands, Winnipeg, receive authority for some one, to be named by the intending settler, near the local office, to make the entry for him. Entry fee, \$10, or if cancelled land, \$20.

DUTIES.

The present homestead law requires: Three years' cultivation and residence, during which period the settler may not be absent more than six months in any one year without forfeiting the entry.

QUARANTINE.

SETTLERS' STOCK FROM UNITED STATES.

There is practically no detention to settlers' stock coming into Canada. The

following are the conditions on which it is admitted:—

Settlers' Cattle.—When accompanied by certificate of health admitted without detention, and subject to test; if found tuberculous, will be returned to the United States, or killed without indemnity.

Horses and Mules.—Admitted without inspection unless deemed necessary in any special case.

Settlers' Swine.—Swine with settlers' outfit require certificate that swine plague or hog cholera has not existed in the district from which they came for six months. Without certificate must be inspected. If diseased must be slaughtered.

Sheep.—Inspected at port of entry, and require certificate showing district from whence exported to be free from scab for six months.

Quarantine Stations.—Manitoba: Emerson. Northwest Territories: Estevan, Wood Mountain, Willow Creek, East Milk River, West Milk River.

Edmonton Retail Prices.

GROCERIES.

Tea, per lb., 25 cts. to 50 cts.
 Coffee, per lb., 30 cts. to 50 cts.
 White sugar, 7½ cts. (15 lbs. for \$1).
 Brown sugar, 6½ cts. (16 lbs. for \$1).
 Oatmeal, 3½ cts. to 3¾ cts.
 Flour, per sack, \$2 to \$3.
 Bacon, breakfast, 15 cts.
 Bacon, dry salt, 11c. Hams, 18c.
 Lard, 40 cts. per 3-lb. tin.
 Evaporated apples, 10 cts.
 Evaporated apricots, 15 cts.
 Syrup, 80 cts. per gal. pail.
 Coarse salt, per bag, 90 cts. (50-lb. sack.)
 Fine salt, \$1 (50-lb. sack.)
 Apples, dried, 8c. Currants, 10c.
 Raisins, Valencia, 12 cts.
 Raisins, Sultans, 9 cts.
 Raisins, table layers, 20 cts.
Tinned Vegetables—Corn, peas, tomatoes and baked beans, 12½ cts. per tin.
 Candied peel (mixed) 4 lbs. for \$1.
 Jam, assorted, 7-lb. pail for \$1.
 Rice, Vatna, 14 lbs. for \$1.
 Rice, Java, 18 lbs. for \$1.
 Soap, 1-lb. bars, 14 for \$1.
 Baking powder, 1-lb. tin, 4 for \$1.
 Starch, corn, 9 lbs. for \$1.

DRY GOODS.

Factory cotton, 5 cts. to 12½ cts. per yd.
 Bleached cotton, 7 cts. to 20 cts per yd.
 Cottonades, 18 cts. to 30 cts. per yd.
 Flannel, 18 cts. to 45 cts. per yd.

Flannelette, 8 cts. to 20 cts. per yd.
 Strong tweed, 35 cts. to \$1 per yd.
 Wool socks, 12½ cts. to 50 cts. per pair.
 Tweed suits, men's size, \$3.50 to \$18.
 Tweed suits, boys' size, \$1.75 to \$8.
 Blankets, per pair, \$2 to \$10.
 Strong boots, men's size, \$1.25 to \$3.
 Strong boots, boys' size, 80 c. to \$2.50.
 Strong boots, children, 45 cts to \$1.50.

FURNITURE.

Hardwood chairs, 55 cts to \$1.
 Hardwood rocking chairs, \$1.75.
 Hardwood tables, from \$3 up.
 Hardwood bedsteads, from \$4 up.

AGRICULTURAL IMPLEMENTS.

Breaking plow, \$20 to \$22.
 Stubble plow, \$18, 20, \$24.
 Brush breaking, \$25 to \$92.
 Iron harrow (3 section), \$15.
 Woden harrow, \$18.
 Iron harrow (4 section), \$25.
 Disc harrow, \$30 to \$35.
 Garden rakes, 50 cts. to 75 cts.
 Garden hoes, 40 cts. to 60 cts.
 Hay forks, 60 cts. to 75 cts.
 Manure forks, 75 cts to \$1.
 Spading forks, \$1 to \$1.25.
 Mower, \$55 to \$65. Rake, \$28 to \$35.
 Wagon, \$75. Press drills, \$90 to \$120.
 Binder, \$155 to \$170.
 Buckboard, \$45 to \$65.
 Jumper, \$8 to \$12.
 Buggies, \$75 to \$125.
 Road carts, \$25 to \$50.

HARDWARE.

Spades and shovels, \$1 to \$1.50.
 Saws, cross cut, 75 cts. to \$4.
 Saws, rip, 50 cts. to \$4.
 Saws, bucksaw, 65 cts. to 85 cts.
 Hammers, 65 cts. to \$1.25.
 Chisels, 40 cts. to 75 cts.
 Brace and bitts, \$1. Jack plane, \$1.00.
 Plane, smoothing, 75 cts.
 Augers, 40 cts. to \$1.25.
 Axes, 75 cts. to \$1.50.
 Nails, wire, per 100 lbs., \$5 to \$6.
 Nails, wrought, per 100 lbs., \$4.70 to \$5.50.
 Nails, cut, per 100 lbs., \$5 to \$5.50.
 Coal oil, per gallon, 50 cts. to 60 cts.
 Linseed oil, raw or boiled, \$1.25.
 White lead, best brands, \$2 to \$2.50 per 25-lb. can.
 Cooking stove, \$23 to \$26.50 (complete).
 Box stove, \$4.50 to \$18.
 Stove pipes, per length, 15 cts. each.
 Coal heating stoves, \$5 to \$25.

MINERS' SUPPLIES.

Shovels, \$1. Quicksilver, \$1 per lb.
 Gold pans, 75 cts. Picks, \$1.
 Chamois, 65 cts. per skin.
 Sett of grizzly irons, 50 cts.

EDMONTON.

This Handbook

has been published under the auspices of the
Edmonton Branch OF THE Western Canada Immigration Association,
of which the Council consists ex-officio of the M.P. for Alberta; the M. L. A's. for Edmonton, St. Albert and Victoria; the Mayor of Edmonton; the Presidents of the Agricultural Societies of Edmonton, South Edmonton, St. Albert and Fort Saskatchewan; the Presidents of the St. Andrew's, St. George's, and St. Jean Baptiste Societies; and the President of the Edmonton Board of Trade.

Formed for the purpose of sending information to intending settlers, and assisting them to settle after their arrival in the country.

Address all communications to

ISAAC COWIE,
Chairman, Edmonton

The Edmonton Board of Trade

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" The Merchants National Bank.
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53	14	33, N.W. quarter,	160
54	24	13, W. half and N.E. quarter, 3, S.W. quarter, 21, W. half and N.E. quarter, 25, N.E. quarter, 27, S.E. and N.W. quarters, 35, the whole,	480 160 480 160 320 640
53	23	1, S. half and N.E. quarter, 8, W. half 9, N.W. quarter, 13, S.W. quarter, 17, N.W. quarter, 21, N.E. quarter, 23, E. half, 25, N.W. quarter, 26, N.W. quarter, 33, E. half and S.W. quarter,	480 320 160 160 160 160 320 160 160 480
54	21	8, N.W. quarter,	160
55	21	8, ¹ half, 26, N.W. quarter,	320 160
53	22	8, W. half,	320
54	22	20, N.W. quarter, 8, W. half,	160 320
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